HISTORY OF THE FOURTEENTH ENGINEERS

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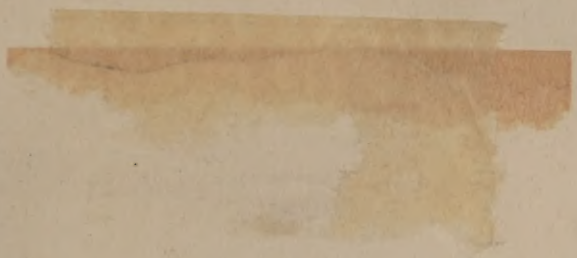


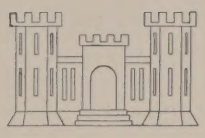
HISTORY OF THE FOURTEENTH ENGINEERS
U. S. ARMY

HISTORY

OF THE

FOURTEENTH ENGINEERS
U. S. ARMY

FROM MAY, 1917
TO MAY, 1919



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To the Memory
of Those Members of the Regiment
Who Died in France

ATLANTIC PRINTING COMPANY
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PREFACE

THIS book is an attempt to fill a need that will be felt by nearly every man who participated in the activities of the Fourteenth Engineers in France. For them it is a record of nearly two years of their lives spent in the service of their country.

The gathering of the material has been especially difficult on account of the destruction by fire of all the regimental records at Rattentout in December, 1918. The basis of the first part of the volume, describing events from the formation of the regiment up to August, 1918 is Colonel Wooten's unusually readable official narrative of events. Additional information has been obtained in some cases from records at Washington, in others, from private diaries, letters, etc. Most of the illustrations are from American and British official photographs, but a considerable number of photographs have been furnished through the kindness of individual members of the regiment.

Grateful acknowledgment is hereby made to those former members of the Fourteenth who have aided in the production of the book. Their assistance has been invaluable.

The preparation and editing of the history have been in charge of the following committee:

O. B. RUGGLES — F. C. PELLETIER
D. E. HAYES — H. W. CHITTENDEN
J. A. CUNNINGHAM — F. P. PATEN
T. M. SWIERKOWSKI — R. BRADLEY
R. G. HENDERSON (*Chairman*)

It is the hope of the committee that this volume may serve as a skeleton of facts which all those who served so long and faithfully with the regiment may clothe with their own reminiscences.

Boston, March 1, 1923.

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HISTORY OF THE FOURTEENTH ENGINEERS

CHAPTER I

RAISING THE REGIMENT

THE declaration of war between the United States and Germany on April 6, 1917, found this country with only a bare outline of the organization necessary to conduct war on the scale developed since 1914, and with perhaps little general idea of the scope of the operations. Military Missions from Great Britain and France came to confer as to means for immediate American participation and urged that speedy assistance in the prosecution of the war be provided by sending an organized force of experienced railway men. Such a force could be raised, equipped, and given the necessary minimum of military training, in a very short time and could then be sent to France where it would be immediately available for the construction, operation and maintenance of military railways behind the French and British lines.

As the act providing for the National Army had not yet been passed, the War Department took prompt action to raise these forces under the provisions of the Act of Congress, approved June 3, 1916. The number of regiments fixed upon was nine, of which three were to be for operating, five for construction and one for shop repair work. The officers were to be commissioned in the Engineer Reserve Corps and the men to be enlisted in the Engineer Enlisted Reserve Corps. These regiments, known originally as the First to Ninth Reserve Engineers and later as the Eleventh to Nineteenth Engineers, were to be organized along the same lines as a standard engineer regiment.

In accordance with this plan, nine field officers of the Corps of Engineers of the Army were detailed to raise and command the nine regiments, and each commanding officer was given a captain or first lieutenant from the Corps of Engineers to assist him in recruiting the regiment, and to act as adjutant. The nine regiments were recruited as follows:

Eleventh Regiment	New York
Twelfth Regiment	St. Louis
Thirteenth Regiment	Chicago
Fourteenth Regiment	Boston
Fifteenth Regiment	Pittsburgh
Sixteenth Regiment	Detroit
Seventeenth Regiment	Atlanta
Eighteenth Regiment	San Francisco
Nineteenth Regiment	Philadelphia

Two of these, the Eleventh and Fifteenth, were already in the process of being recruited, having been organized as pioneer regiments before the railroad regiments were decided upon. On May 5, 1917, orders were issued by the War Department directing that six of the others be raised, while it was not until three days later that the Boston regiment was officially authorized.

On May 8, 1917, Major (later Colonel) William P. Wooten and First Lieutenant (later Major) Layson E. Atkins, both of the Corps of Engineers, U.S. Army, were directed to proceed to Boston for duty in connection with the raising and organization of the "Fourth Reserve Engineers." Headquarters were established in Barristers Hall, 25 Pemberton Square. Within an hour after Major Wooten's arrival on May 10, two candidates for enlistment presented themselves. They were informed that it would be impracticable to make enlistments that day, but that the work of enlistment would start on the following day. One of these candidates, James F. Everett, presented himself again on the next day, May 11, and was the first man enlisted in the regiment. The other candidate, Everett E. Gardner, was enlisted a few days later.

On May 11, there was a conference in New York with Mr. S.M. Felton, who had been made adviser to the Secretary of War in connection with the raising of the railway regiments. As a result of this conference, it was decided to ask the heads of New England Railways to cooperate by nominating suitable officers for the regiment and by smoothing the way for the men who might desire to enlist. Mr. J. H. Hustis, then Receiver of the Boston & Maine

COLONEL WOOTEN

Railroad, and Chairman of the Northeastern Department. Special Committee on National Defense of the American Railway Association, was asked to handle the railroad end of it. The regiment owed much to the energy and interest which he displayed in its welfare from start to finish.

In accordance with the plan adopted, the Boston & Maine Railroad, with other smaller New England roads, was asked to furnish the officers and men for the two companies, "A" and "B," the Maine Central for one company, "C," the Boston & Albany for one company, "D," and the New York, New Haven & Hartford for two companies, "E" and "F." The battalion commanders nominated were Major B. W. Guppy, bridge engineer of the Boston & Maine, and Major D. S. Brigham, then trainmaster of the Boston & Albany. The lieutenant colonel was Albert T. Perkins, a well known railroad executive of the Middle West. The company commanders were nominated in the first instance by the heads of the respective railroads, and, when found qualified by examinations, were commissioned as captains in the Engineer Officers Reserve Corps. The officers so chosen were:

Company "A"	C. W. Lewis
Company "B"	F. C. Pelletier
Company "C"	W. L. Post
Company "D"	R. G. Henderson
Company "E"	L. deB. Lovett
Company "F"	F. P. Paten

They, then, with the approval of the respective railroads, chose their junior officers and proceeded with the work of enlisting the companies; companies "A," "B," "D" and "F" being recruited in Boston, "C" in Portland and "E" in New Haven.

As soon as it became known that the regiment was being formed, applicants began to pour in for enlistment from all departments of the railroads, and business men, professional men and mechanics from outside plants offered themselves, all eager to volunteer, to "beat" the draft in the only honorable way, to get across early, or to put their skilled knowledge to effective use in the war. The

problem of the company commanders was to keep the various trades and crafts in proper proportion so that each company could be an operating unit. Be it said here, that in each company there were men over the age limit of forty-five, who, from purest patriotism, falsified their ages in order to be accepted. Invariably these men endured the hardships and disappointments without complaint.

The authorized enlisted strength of a regiment of Engineers in the summer of 1917 was 1048, exclusive of the medical detachment. After the enlistment of the regiment had started, authority for the "railroad" regiments to carry ten per cent excess was granted, making the total 1153. As enlistments proceeded, it became evident early in June that this strength would be almost reached by the end of the month. The men, after enlistment, returned to their ordinary occupations until such time as they were called into active service. Then there arose the problem of finding a suitable place for assembling and training the regiment.

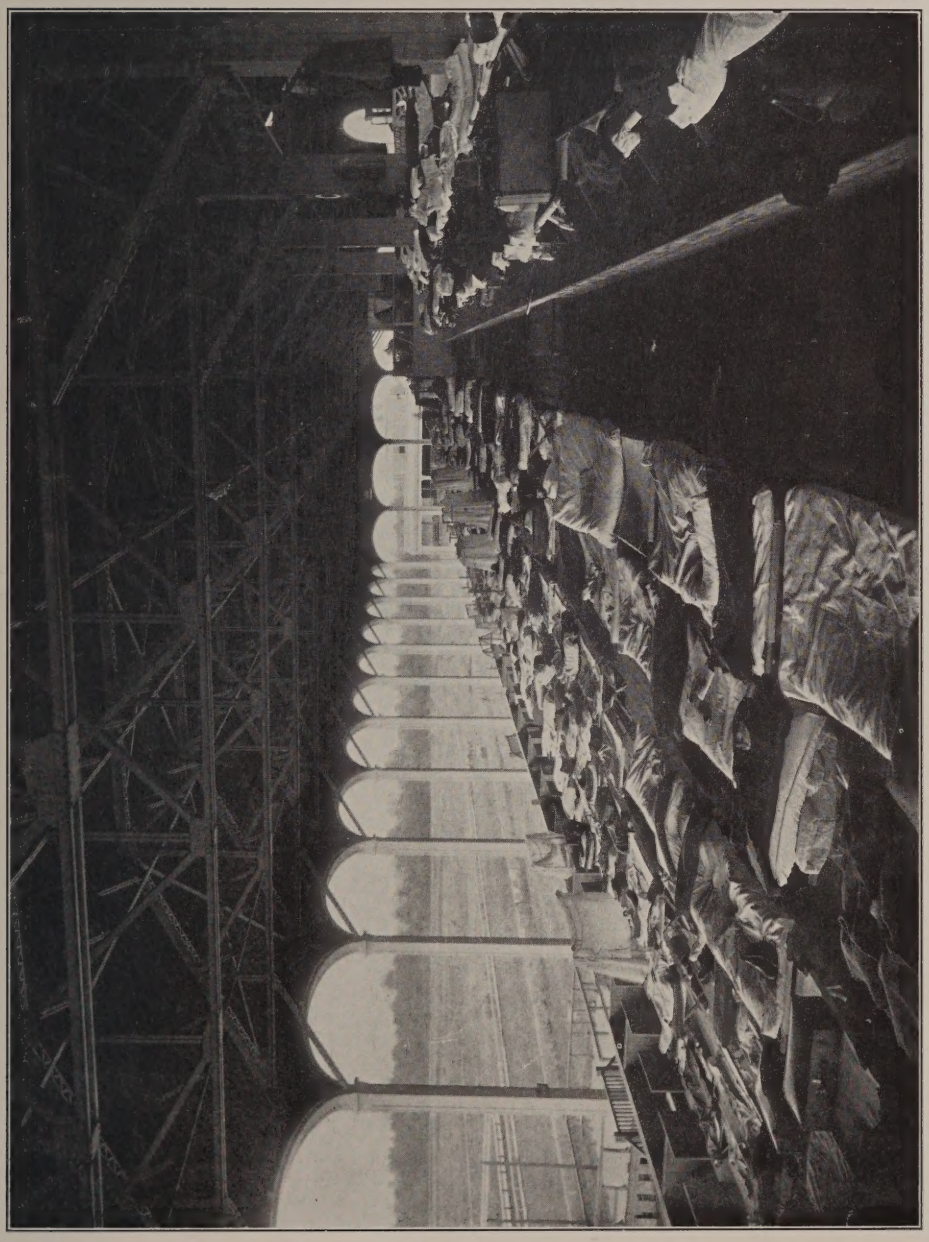
CHAPTER II

AT CAMP ROCKINGHAM

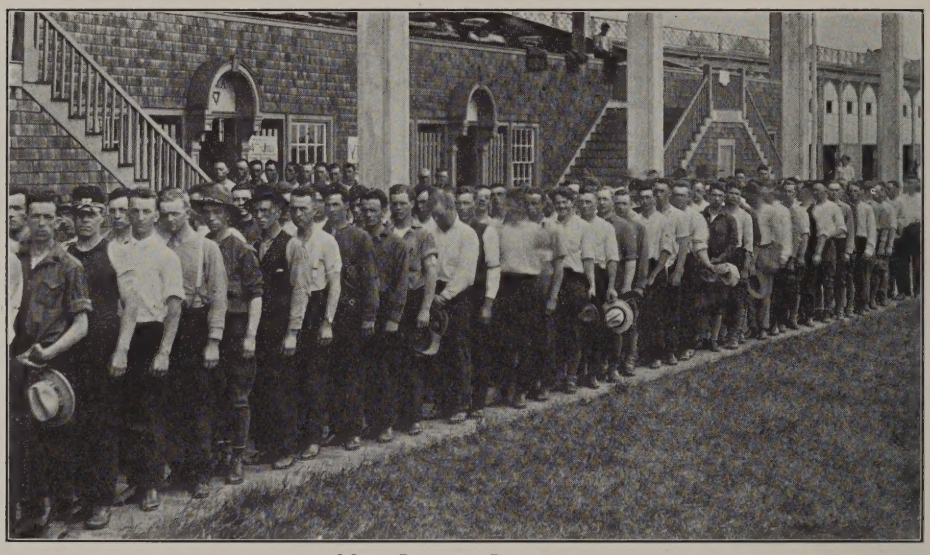
SEVERAL suggested sites for a camp were examined, but the most suitable one seemed to be Rockingham Park in Salem, New Hampshire, just over the Massachusetts line. This park had been constructed some years before as a race track and the project had been carried out on a large scale, with arrangements for the accommodation of great crowds and the stabling of numerous horses. The venture had not been a success and the grounds had afterwards been utilized for county fairs.

"F" Company, the first company to reach full strength, together with regimental headquarters were called into active service and assembled at Rockingham Park on June 25, 1917. For three days they were busy removing seats from the grand stand, tables and benches from the exhibition halls and carrying out as far as possible the other preparations needed for the accommodation of the regiment. On June 28 the remaining five companies were assembled and assigned to their quarters. The Administration Building was selected as regimental headquarters and was also used as quarters for a few of the officers. The officers' mess and quarters for the other officers were established in the club house. The non-commissioned staff and headquarter's detachment and Companies "A," "B" and "C" were installed in the grand stand, as picturesque barracks as ever sheltered troops, the seats having been removed and cots placed in their stead. Quarters for Company "F" were provided in the small stand and for Company "D" in one of the exhibition halls, while Company "E" and the ten per cent additional men were accommodated in the larger exhibition hall. These additional men were at first unassigned and were handled as a separate detachment, styling themselves the "Boomers," under the command of Lieutenant Ruggles. After a short time, however, the "Boomers" were broken up and assigned to companies.

The existing dining rooms and kitchen under the grand stand were utilized for the men's mess, and arrangements were made



THE GRAND STAND IN USE AS BARRACKS



Mess Line at Rockingham

Interior of the R.R.Y.M.C.A. Quarters

with a firm of caterers to supply and serve the messes. The old bar room, near the dining room, a spacious relic of by-gone revelry, was well adapted for use as a writing room and kind of club for the men. The Railroad branch of the Y.M.C.A. took pains to make

this room a comfort and convenience for the whole regiment. The other rooms under the grand stand provided space for a post exchange and for store rooms for the clothing and other regimental supplies. The sanitary arrangements of the camp, under the direction of Captain (later Colonel) A. P. Clark, Medical Corps, U.S.A., the only regular army officer in the regiment beside the commanding officer and the adjutant, were made perfect, and Camp Rockingham was in most respects a model camp.

The enthusiasm for a new adventure, the mild summer weather, the beautiful rolling New England countryside and the ample spaces all made the stay peculiarly enjoyable. Who of the regiment can ever forget the route marches along country lanes, the interminable distance around the dusty race track, the occasional

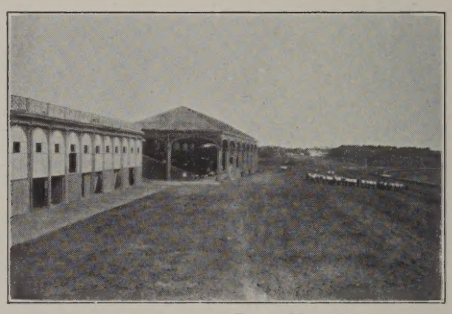
NOTE THE UNIFORMS

FIRST EFFORTS

passes to Lawrence or Canobie Lake or the comical mistakes of rookie officers and men getting their first practical experience in the I.D.R.? Early in the game, one of the company commanders, hypnotized, doubtless, by the dazzling display of white on the green grass, marched his company right over some laundry which two enthusiastic and cleanly young staff officers had washed and spread out to dry. Perceiving the impending calamity just too late, he halted his company and gave the command "Right Dress!" Needless to say, the shuffling of the company's feet in dressing thoroughly completed the devastation. Again, a turnstile entrance at one side of the camp grounds presented the familiar puzzle of what appropriate commands to give in order to get a company from one side to the other.

The clothing and equipment of the regiment had begun to arrive before the men were called into active service. As no data were available as to sizes required, the Quartermaster sent what experience had shown to be the proper assortment of sizes for the number of men. Unfortunately the men of the regiment averaged larger than usual, so that there was a shortage of clothing of the larger sizes and a surplus in the smaller sizes. The result was that in a few cases men were without uniforms until they were actually en route to Europe. All equipment issued was of old models except the pistols, which, however, were furnished without holsters. The mess kits were of a pattern long obsolete, as were the haversacks, some of which were marked with the names of volunteer organi-

Sore Arms!



Around the Race Track

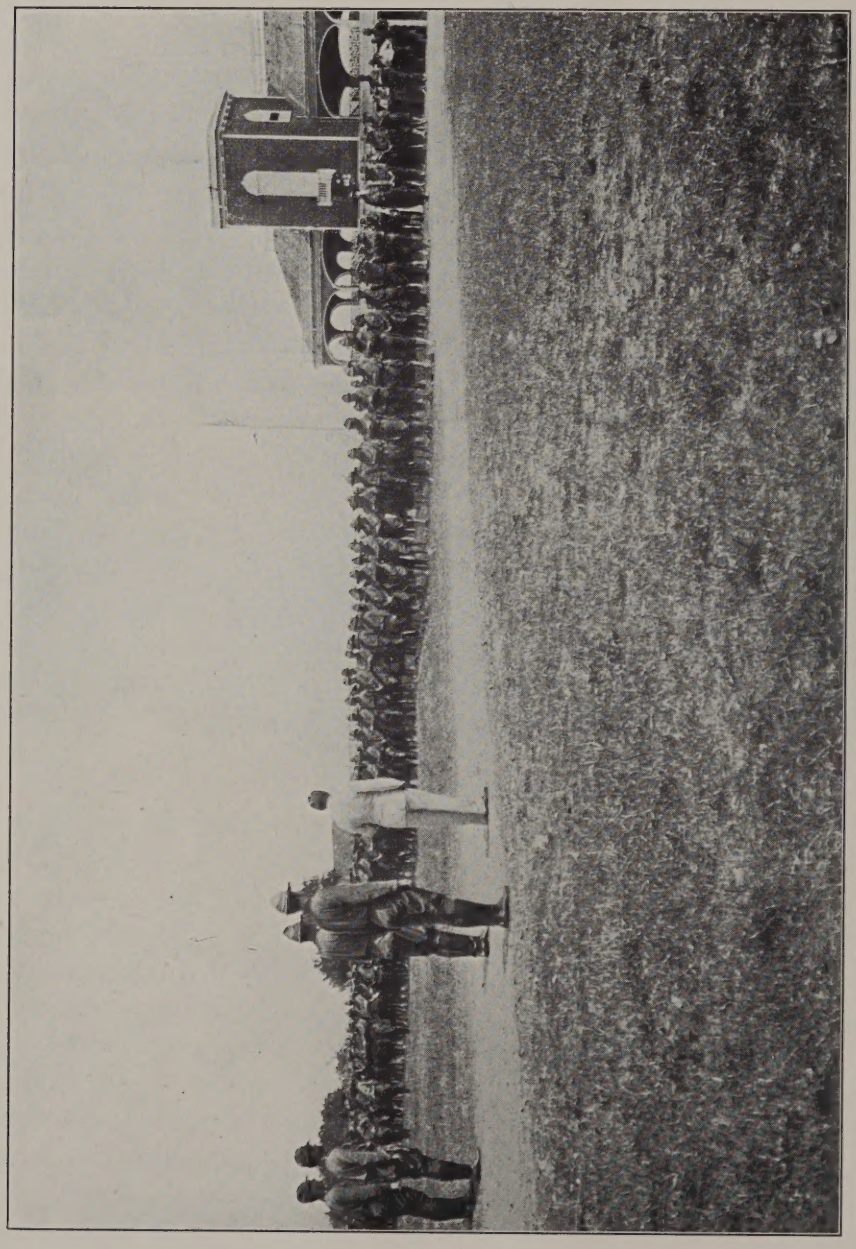
zations in the Spanish war. There were not enough, even, of these ancient relics and the deficiency was made up by substituting a number of blanket bags of unknown, almost prehistoric age. No barrack bags at all were furnished and no equipment of any sort was on hand for the ten per cent additional force authorized. The rifles were the old .303 used in the Spanish war, and eighty cartridges per rifle were issued. It was evidently expected that this supply was to last for the duration of the war as cartridges of this type were not to be found in France. Only one suit of underwear was issued to each man and there were no overcoats. In general, the equipment and clothing issued to the regiment were a striking instance of the unpreparedness of the country for war at that time. The deficiency in quantity, at least, was for the most part made up

before leaving camp, through the energetic efforts of the Supply Officer, Captain Henry Loinsen, a regular army man.

The last two days in June were devoted mainly to issuing clothing and equipment and it was not until July 2 that military training started. As officers and men had been selected almost entirely for their railroad qualifications, those who had any military experience were few and far between. A small number had served in the regular army and a few others had some training in the National Guard, but the knowledge of military matters possessed by the great majority was nil. In order to instruct the men it was first necessary to instruct the officers, and Major Guppy, who had been to military training camps, took this work in charge. The officers attended school morning and night and were given separate drills. Then the next day they endeavored to impart their newly-gained information about squads right and left to the men. Despite the handicaps, progress was made, and by the end of the stay at Camp Rockingham, the regiment had made very creditable progress in drilling and presented a military appearance. The men entered into the work with enthusiasm and there was great competition between companies. An idea of the usual day's work may be gained from the following schedule of calls during the training period:

Reveille,	5.30 A.M.
Breakfast,	6.00 A.M.
Instruction Period	7.45– 8.30
Instruction Period	8.45– 9.30
Instruction Period (hike)	9.45–10.45
Instruction Period (lecture)	11.00–11.45
Dinner,	12.00 NOON
Instruction Period	1.30– 3.00
Instruction Period	3.15– 4.00
Guard Mount	4.30 P.M.
Retreat	5.15 P.M.

Rumors of departure for France were rampant and were fired by the receipt of a telegram on July 9 from the Chief of Engineers, stating that it was expected that the regiment would embark at New York City on or about July 28. On July 20 a telegram came

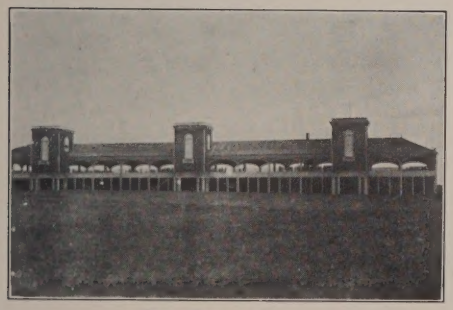


MR. HUSTIS ADDRESSING THE REGIMENT AT ROCKINGHAM

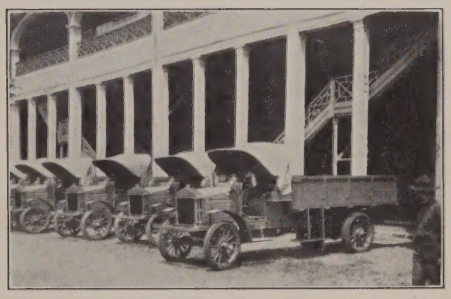
from the officer in charge of the port of embarkation at New York, giving instructions about the shipment of freight, which indicated that the regiment would sail within a few days. The Department Commander was asked if any orders had been received, but nothing was known then, and a telegram to Washington failed to elicit any information. In fact, no definite orders for the regiment to leave were ever received. However, orders or no orders, everyone was

THE GUARD

GUARD FORMING



THE GRAND STAND

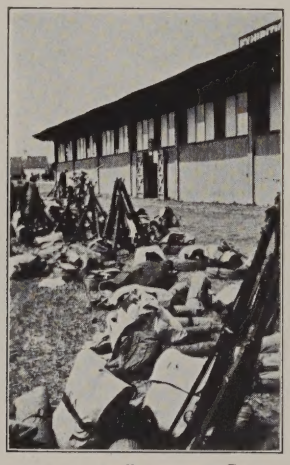


TRUCKS THAT SAW SERVICE ALL THROUGH THE WAR

anxious to go, and so, on Sunday, July 22, all who were not away on passes were put to work packing and loading the freight, which left camp by the early morning of July 23. Included in the freight were cots, which were a great comfort to everybody for many months, and which would have been left behind if a particular order had been received a few hours earlier.

The last few days at Camp Rockingham were days of almost frenzied activity, packing up, writing letters and bidding good-bye

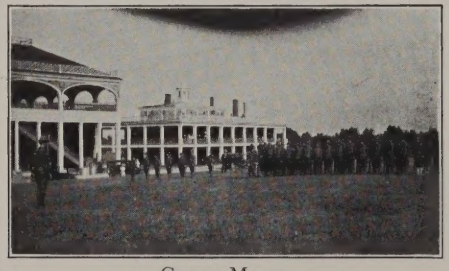
to loved ones. As a result of a bombardment of telegrams at the last moment, the full quota of officers was finally called into active service. On the afternoon of July 25 the regiment, consisting of 37 officers and 1,168 enlisted men, entrained in four sections for



GETTING READY TO GO

LEAVING ROCKINGHAM

New York, leaving Camp Rockingham with little regret, although many times in the future they were to long for the comfortable quarters and regular life they had left behind. All thoughts were of the great undertaking across the Atlantic in France, where the guns were hammering ceaselessly.



GUARD MOUNT

CHAPTER III

EN ROUTE TO EUROPE

AS the troop trains speeded through New England, every station and almost every passing train greeted them, as somebody in the regiment was known at every place. At Ayer they passed the site of Camp Devens, for which the ground had been broken only recently. At Worcester a stop of half an hour was made and refreshments presented by the Boston & Albany to its company were gratefully received. Incidentally, two recruits asked to join and were permitted to accompany the regiment, being actually enlisted after the boat had left New York.

PASSING BROOKLYN BRIDGE

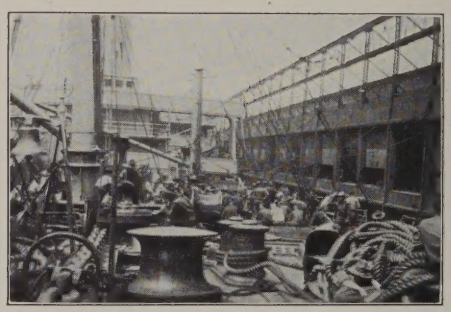
ON THE FERRY

More friends met the trains at New Haven and refreshments were served and finally, after a more or less uncomfortable night in passenger coaches, the regiment came into Harlem in the early morning of July 26. After detraining in the chilly dawn, they marched aboard a barge and were towed down the East River, around the Battery, and up the North River to Pier 60. On the way there was much speculation as to what boat was to receive them, which was settled when they docked alongside the "Adriatic." All had been impressed with the necessity for absolute secrecy in reference to the movement and not even the commanding officer knew in advance the name of the ship or the time of embarkation. Nevertheless, there were friends and acquaintances of the men, at the pier, who had experienced no

difficulty in obtaining the necessary information from some of the port officials or employees. No attempt at secrecy was made in putting the men on board and any one in New York who was at all interested would have found it easy to determine the number of the regiment and the ship on which it was sailing. It is probable that the German army had all this information. The "Adriatic" was not a transport at this time and the Fourteenth went along as passengers, sharing the accommodations with a considerable number of civilians.

After the delightful summer climate of Camp Rockingham, the heat of New York, which was unusually pronounced at that time, was very oppressive. The sultriness on board was even greater than

On Board the "Adriatic" in New York



Another View on Deck

on shore, as all the ports were closed to keep out the dust from the coaling. Shore leave was accordingly granted to most of the men that afternoon and again the following morning, a welcome relief to everybody and a time of relaxation before the stress. Everybody, without exception, was back on board early in the afternoon and at 3.30 P.M., July 27, 1917, the "Adriatic" steamed out into the harbor bound for "over there."

On leaving New York the first evidence that a state of war really existed was encountered. Instead of sailing freely out of the harbor, it was necessary to stop for a short time until the passage through the net defence was cleared. Then war-time restrictions were put into force on board ship. After dark all ports had to be kept closed and no lights could be displayed. On deck no smoking

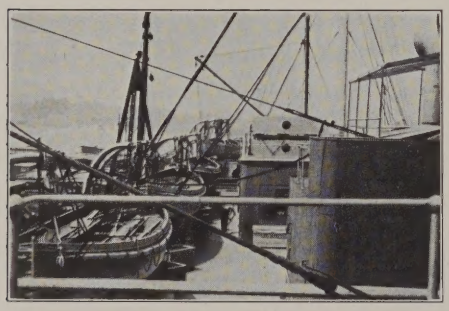
and no striking of matches were permitted after nightfall, a rule that was very hard to remember. Despite these restrictions, the pleasant coolness of the open sea was a great relief after the intense heat of the city, and the regiment soon made itself at home on the ship. The destination was unknown, but rumors were abroad, and were later confirmed, that Halifax was the next stop. So, on Sunday, July 29, the "Adriatic" dropped anchor in the inner basin of that fine harbor. Shore leave could not be granted and the only amusement was to lounge on deck and gaze at the surrounding scenery and the vessels of all nations anchored around. Letters were written and delivered to the port officials, who held them until the safe arrival of the convoy in England was announced, when they were mailed to their destination, taking to the people at home the first news which had reached them since the departure of the regiment.

The purpose of putting into Halifax was to form a convoy with three other ships, the "Orduna," the "Carmania" and the "Bermudian," all escorted by the "Orama," an armed merchantman, which was sunk by a submarine on a subsequent trip. The "Orduna" with the Thirteenth Engineers enlisted in Chicago on board, had been in port two days when the "Adriatic" arrived. The "Carmania" arrived a day or two later with the Twelfth Engineers from St. Louis and the Seventeenth from Atlanta. The "Bermudian" had a contingent of negro laborers from Jamaica. An amazing sight in Halifax harbor was the great "Olympic," lying at her dock and crowded with an unbelievable number of Chinese laborers. Some visits were interchanged between the ships and it was interesting to learn that, although the Fourteenth was the last regiment to start recruiting, it had a considerably larger number of men than any of the three other regiments. The "Adriatic" was the largest and least crowded of any of the ships.

On August 1, at 6.00 P.M., the "Adriatic" up-anchored and steamed out amidst cheers, followed by the rest of the convoy. As they passed a British cruiser, its band struck up the "Star Spangled Banner," always stirring, but with a special thrill at that moment. The ships dipped colors to each other and passed out through the

narrows and into the foggy North Atlantic. Soon the fog cleared and the rest of the convoy was visible in the moonlight, steaming along on their seemingly mysterious errand.

The next three days were fine, with clear sunshine by day and brilliant moonlight by night. The time was taken up with physical exercises, a little manual of arms when there was space available



THE UPPER DECK

PULLING OUT ON THE "ADRIATIC"

and boat drills, the men always accompanied by their faithful life preservers. The instructions of the ship's officers about life boats were somewhat curious and it was fortunate that it never became necessary to abandon ship. Up to August 7 the course had been in a northerly direction and the increasing coldness started a rumor to the effect that the German fleet had broken out into the Atlantic and that the convoy was headed for an Iceland port to escape them. This rumor found many believers and caused some perturbation of spirit, but was finally killed when the course was changed to south-east.

With the approach to the danger zone precautions were increased, more men were furnished for lookout duty to supplement the ship's crew (a weary and nerve-racking job was that lookout work) and the convoy began steering a zigzag course, changing direction every fifteen minutes. The continuous exchange of signals between the ships was easily interpreted by the telegraphers aboard and many of the night hours were passed getting the "dope" and discussing it. Finally, in the dusk on August 10, out of the north came wallowing a school of porpoises which, however, bore winking

lights on their heads and brought a mighty cheer of relief from all. It was a squadron of six tiny, but doughty, destroyers, the escort for the rest of the voyage.

About noon on August 11 land was sighted and it appeared that the convoy had passed down the coast of Ireland and around the south end. Several large fleets of steam trawlers or mine sweepers were visible on all sides, enough to keep the interest of everyone at high pitch. The convoy spent the early part of the night in describing small circles in the Irish Sea, a proceeding which kept the men guessing and which seemed to offer a tempting opportunity for a lurking submarine. During the night, at high tide, the ships crossed over the bar and anchored in Liverpool harbor.

CHAPTER IV

IN ENGLAND

MORNING brought into view New Brighton, the city of Liverpool and the surrounding countryside with its trim gardens and hedges, all with a foreign air that was strange to almost everybody. Two English liaison officers arrived on board and gave the first information of the next destination, and the work of debarkation began. As someone remarked, it felt good to be on "terra cotta" again. The men were tremendously interested in English railroads, especially in the freight cars, which seemed ridiculously small, the locomotives and the solidly constructed and well kept right of way. The work of unloading went on smoothly, and at 4.30 P.M. the regiment left Liverpool on two trains. Lieutenant Hayes and twenty-five men were left behind to accompany the impedimenta to Southampton on the "Adriatic."

It was a sunny afternoon and the trains sped through the beautiful countryside, passing towns where they were greeted with shrill cheering of women and children, the absence of men being very striking. At Birmingham they stopped half an hour for coffee and lunch, a miserable meal—by-product of war-time conditions, and then an interminable trip through the dark hours, until at two o'clock in the morning, Borden station was reached. It was raining. It is really unnecessary to say it was raining, for from experience, it may be assumed that, whenever Borden is mentioned, it was raining. After waking from a fitful sleep in the cars on the end of an exciting day, most of the regiment did not know whether they were in Kamchatka or France and the sudden blaring of a band in the darkness completed the grotesqueness of the occasion. A two-mile march through darkness brought them to Camp Borden where all were assigned to tents, to get what rest they could on the bare boards.

A late reveille and a scanty breakfast opened the first day of camp life in England. Borden was a poor introduction to an acquaintance with the British army. It was a camp bare of everything

except the necessities and even they were sometimes lacking. The officers were taken to a lecture by a British officer, prepared to be much impressed—only to receive a solemn dissertation on the importance of saluting in its relation to winning the war. But everybody was friendly and the men soon found birds of a feather in some Australians and South Africans camped nearby. A walk on the roads would always bring a chorus of "Cheerio!" from passing soldiers, the meaning of which was not quite clear at first, although it later became a half-joking watchword.

With Tuesday morning came the astonishing news that the Fourteenth with the other regiments in Camp Borden were to parade in London the following day; a fairly large order for an outfit that had had but a month's drilling, followed by nearly two weeks on the ocean without any chance for military formations. The scurrying about, the cleaning of uniforms and the hasty but intensive drill periods in the rain can hardly be described. As the orders were that the regiment should not be over a thousand strong in the parade, those who were so unfortunate as to have to stay behind contributed rifles and parts of uniforms and equipment to enable the lucky ones to present a military appearance.

Contrary to the usual day's performance, Wednesday morning, August 15, dawned beautiful and bright even in Borden, and it was a spick and span and rather excited regiment that marched away to entrain for London town. Waterloo station was reached about 8.30 A.M., and after detraining, all the regiments were marched to Wellington Barracks, whence the parade started about noon. Descriptions of this historic parade, the first in which foreign troops had marched in London since 1688, were published in all the newspapers and the following from the *London Times* of August 16, 1917 is typical:

> Yesterday morning Londoners had one of their few chances to cheer and wax enthusiastic since the war began. American troops marched through the streets behind the flag of the great Republic. For weeks past—indeed, since the United States came into the war—English people have been hearing rumours of the number of troops being sent from the States to the French front. Yesterday they had ocular demonstration enough to convince them of the effort being made on the other side of the Atlantic.
>
> The Censor and our War Office, the American Embassy and the American military authorities decided that it would

be better in the interests of all concerned if no very early preliminary announcements were made. Consequently it was not until Tuesday night that Londoners knew that the march was taking place. Even with the short notice given the public, it was evident that the crowds which gathered had come there to express their enthusiasm. To those who have watched London crowds in the past three years of war it was at once plain that, although the gathering was perhaps small in numbers, it was in no way lacking in enthusiasm. The cheering on the Big League crowds when the White Sox have "put it over" the Giants. Every nation cheers in its own way, but in the cheers of both nations at Waterloo there was the same enthusiasm.

At Wellington Barracks Colonel Lassiter, the Military Attache of the American Embassy, was present to welcome the units as they arrived. With him were Lord Derby, Lieutenant-General Sir Francis Lloyd, and a number of officers of the Guards' Brigade. There was a tremendous crowd here from 9 o'clock onwards, and the

HEADQUARTERS DETACHMENT IN THE PARADE

some parts of the route was continuous and the comments of the crowd would have made any man in the khaki ranks pleased.

From 8.30 A.M. yesterday the troops marched from Waterloo to the Wellington Barracks. At the railway station there were some hundreds of British soldiers going on leave and a few score coming back from France. It was there that the Americans got their first noisy welcome. The Tommies cheered in British fashion, and the Americans, standing easy, responded with the sort of cheer that one hears from railings of the parade ground were packed with people eager to make the men from the United States feel at home, and incidentally to beg a souvenir or two from them in the shape of a button or a badge. At 11.30 A.M. the troops left the barracks to the tune of "The Boston Tea Party," surely a strange air to be played before troops in the streets of London, but still a most appropriate one.

THE MEN THEMSELVES

The men were admired all along the route. They were a remarkably uniform lot,

and their physique was splendid. All of them are volunteers, and most of them are men who have been working with their hands in the West, and they are necessarily as fit as an open-air rigorous life can make them. They marched with a free step, much like the Colonial troops, and they showed that they had learnt their drill. Hardly a man or woman in the crowd realized that nearly all of these men were civilians six weeks ago. But such is the fact, and it is good to let it be known. After a month and a half of drilling these men marched as well as many of our permanent battalions. The slope of their rifles was uniform, and they never seemed to tire or grow slack. And it was a tiring march, even though it was not a long one, for the streets were hot, and the men were up very early in the morning to entrain for the City.

The Americans wear the hat that has been made familiar to us by the New Zealand forces—a felt hat with a straight brim and pinched crown. Each unit of the American Army wears a different cord round the crown, with two tassels hanging on the brim in front. The men carried waterproof capes slung in their belts behind. Instead of puttees they wore canvas leggings laced in front. These are particularly useful for every class of service. On the Mexican border they were found to be cool and comfortable. In France they will be every bit as useful, for they do not collect as much mud as puttees, and are easily washed.

The sergeants, many of them with medal ribbons telling of their service in Mexico, the Philippines, or China, all wore automatic pistols hung handily on the right hip. Their chevrons denoting rank are reversed and the "Vs" of the stripes point upwards. There was at least one man from the New York police in the non-commissioned ranks, and perhaps a patrolman or two from Chicago. Many of the men have come fresh from the West.

It is just about now that the annual migration of the "hoboe" takes place. He leaves New York for the winter, often travelling on the undercarriage of a freight wagon until he reaches a town far enough west, and warm enough climatically, to attract him. Here he stops off, and works intermittently, until the city calls again. This year the "hoboe" will have a much easier time. One of the biggest men in the first contingent to march past, when asked what he was doing two months ago looked a little homesick. "I was chasin' hoboes off the freight cars on the Dallas-Sweetwater stretch in Colorado." And in case the uninitiated do not know what a "hoboe" is, it might be explained that a hoboe is a tramp.

In the watching crowd one was often struck with the frequent comment on the physical appearance of the American troops. They went along with shoulders squared and their eyes to the front. There was no talking in the march, and each man kept the alinement of his four splendidly. When, as often happened, the column paused on the route, the men marked time with a precision that would have pleased even a Guards sergeant-major. There was one noticeable thing about their appearance, and that was the lack of moustaches Very few of them had moustaches, and fewer still had beards.

Saluting "Old Glory"

At the head of each contingent there was carried the Stars and Stripes, and it can safely be said the "Old Glory" has never had such a rousing reception in the streets of London before. As each colour partly passed it was saluted by every man among the watching crowds. Civilians doffed their hats, and soldiers saluted rigidly. Often, too, it was the signal for three cheers.

There were many individual examples of enthusiasm, and they were not missed by the marching men. In the Green Park, when the men halted, one of them called to the other, "Say, did you get the little 'bell-hop' looking through the grating in Pell Mell Street? The one that was hollerin' 'Are we downhearted?'" They had all noticed him, and his little tribute was

THE COLORS OF THE FOURTEENTH

TENDING TO BUSINESS

appreciated. As a matter of fact, it was the page-boy of the Automobile Club who had squeezed his head through the grille above the front door and so addressed the crowd beneath and received a rousing answer.

Once in the crowd there came a weird sound that caused all heads to turn in wonder. The American files knew it, and although they could not respond, they smiled as they looked straight to their front, for it was the college yell of Harvard. Yale followed in lesser voice, and ended with a hoarse wheeze. Many of the men in the ranks were engineering graduates, and many of them were athletes. More than one private carrying his rifle in yesterday's parade has stood at the diamond and hit balls that made the out field scatter to the four corners of the ground. Many of them have pitched balls fast enough and curly enough to make the best batsman resume his seat after a bare few seconds with never a base gained. Some of them are runners who have breasted the tape for Pennsylvania, Princeton, Yale, and Harvard. They are all in a bigger game now where the pace is faster and the stake greater.

The ancestors of many of these men fought in the Civil War and it is certain that the traditions of Gettysburg, Harper's Ferry, and the Hagerstown Pike will be jealously guarded. There will be many families in the United States in a few years who will be able to point to war records covering three generations.

The column swung past the Nelson Monument, along Pall-mall, and up into Piccadilly, where the crowd was not so dense. Then they marched to the American Embassy, where they passed the Ambassador and Mrs. Page. As each company marched past the men came to the salute, and the movement was acknowledged by Mr. Page. Canadians at the Maple Leaf Club cheered hard and continuously as the procession swung past the Embassy.

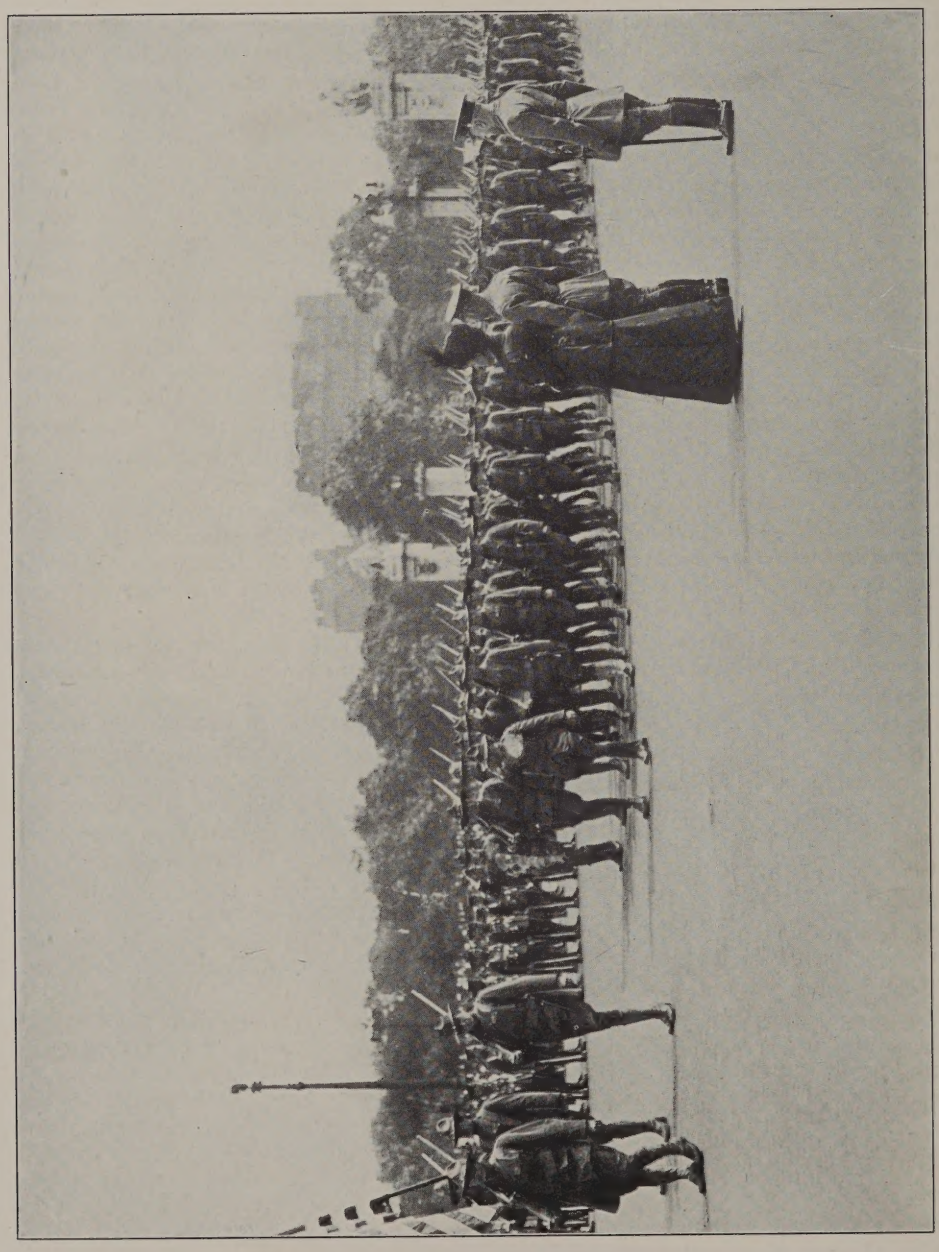
At Buckingham Palace

Perhaps the crowd was thickest and most enthusiastic round Buckingham Palace, where the King, Queen Alexandra, Lord French, and Lieutenant-General Sir Francis Lloyd stood at the saluting base in front of the massed bands of the Guards' Brigade. As the salute was given by each company in turn the King acknowledged it, and the crowd burst into prolonged cheering. One band played "The Long, Long Trail," and the crowd took up the refrain in great voice, helping the strains of the brass with a fine volume of sound. When the Stars and Stripes came past the King and all the military officers at the saluting point paid the proper compliments.

When most of the troops had gone by a motor-car drove into the cleared space in front of the Palace, and the Prime Minister stepped out amidst cheers, and walked briskly across to the King, and stood beside him until the guard of honour had been inspected.

In the Green Park the Americans were given a light luncheon at open-air tables, and many of their countrymen mixed with them and stayed to talk of their homes. The Canadians were especially fraternal in their greetings, for many of them had friends in both forces, and after all it is not a far cry from Medicine Hat to Missouri or from Montreal to Massachusetts.

The impression made by the men was undoubtedly a splendid one, and one could not help wondering what the regular battalions of the United States Army in France are like if soldiers of six weeks' training comported themselves as well as these. The whole procession was an excellent argument in favour of our having more of the same sort of thing. Why should not we see our own men from Canada, Australia, New Zealand, and South Africa march through the streets? Yesterday's enthusiasm was sufficient warranty that the London public needs a spectacle like this every little while, and it would be a pretty compliment if it could be arranged. When the bands passed



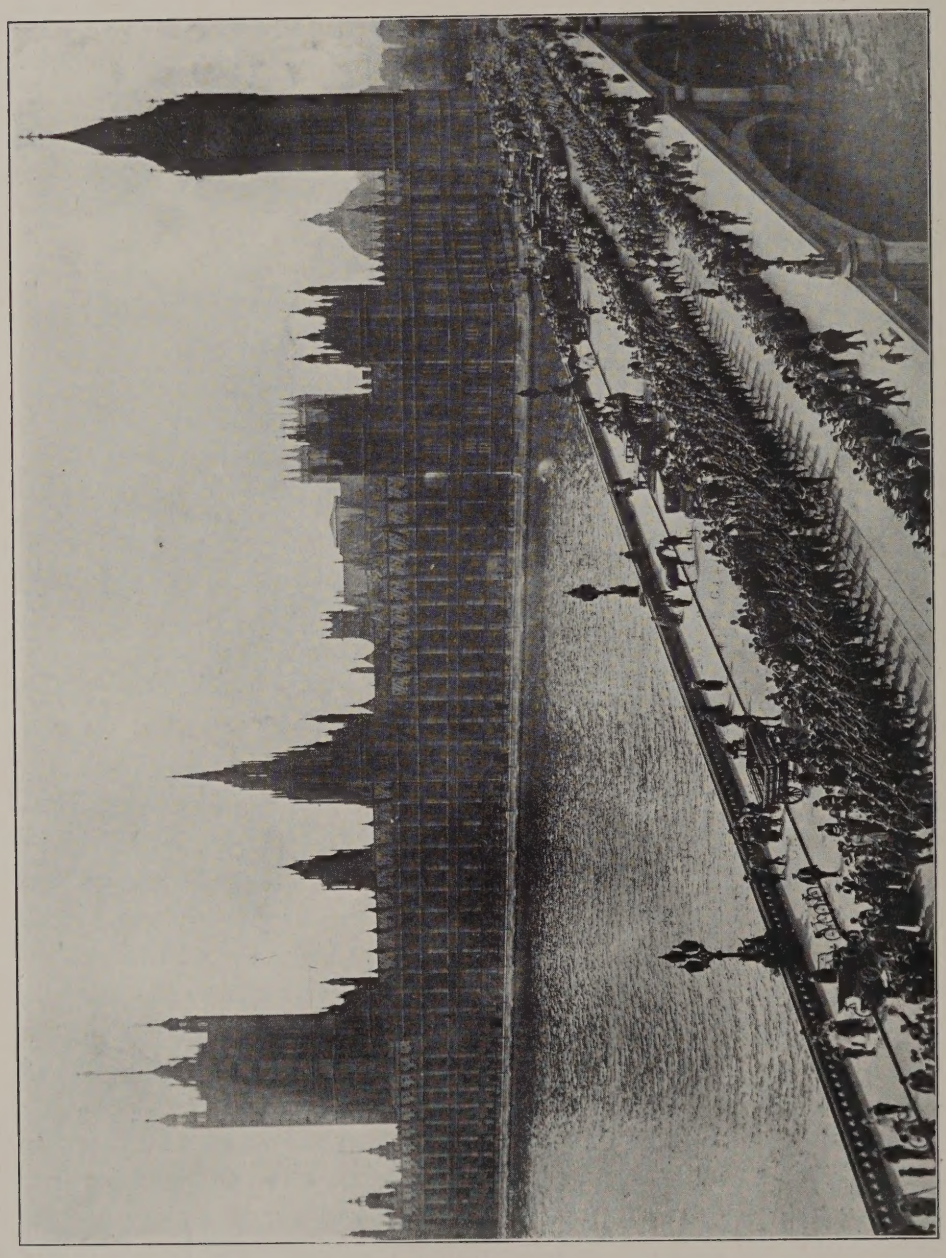
COMPANY "C" PASSING THE KING OF ENGLAND

the cheering grew louder than ever, and the pipers of the Irish Guards, in brick-coloured kilt, and with Irish pipes, the stocs decked with emerald ribbons, received a particularly hearty reception. The bands of the Guards, in full strength, were distributed along the column, and they played every appropriate air their bandmasters could think of. The opinion of the average man in the crowd was that "it was a good show, and it was a pity that we did not have more like it."

THE CROWD

From the point of view of those in the line of march the experience was a thrilling one. The dense crowds, which consisted to a large extent of women, the enthusiasm and the feeling of being forerunners of a mighty host to come, all contributed to the solemnity of the occasion, but perhaps the author of the article "Solemn Looking Blokes" did not realize that some of this solemnity was due to a mighty endeavor by green troops to keep in step, the difficulty being augmented by the bands (which were the best in Great Britain) being at such frequent intervals that two of them could be heard at the same time.

One amusing incident of the return trip occurred at Waterloo station. After seeing the men into their cars the officers were just on the point of entraining when the band started playing the "Star Spangled Banner." True to their teaching, they immediately halted and brought their right hands to the salute. Just at this



On the Way Home after the Parade

moment the train, after a precautionary whistle, began to move. The officers knew not what to do. They had visions of being left behind in London, while the regiment sped back to camp, but they stood firm while someone succeeded in stopping the train. As the last note was sounded a deep sigh of relief escaped the anxious officers and they started for their seats, only to be freshly halted by "God Save the King." It was, of course, impossible not to extend the same courtesy to the English national air that had been shown our own, so they stood at salute a second time, while the train impatiently whistled, started and stopped again. Finally, the air came to an end and a mad dash was made for seats before the band should decide to play the "Marseillaise" or the national anthem of some of the other Allies.

Part of the regiment detrained at Liphook, a long seven miles from Borden, and the weary march was enlivened by passing a "pub" occupied by several "Tommies" engaged in drinking large tankards of beer. This performance was gone through with a scornful flourish which naturally enough resulted in an impromptu but soulful rendition of "How Dry I Am" from the dusty troops. A few miles more (it rained as usual) and the regiment, a tired but happy and proud set of men, arrived at camp, ready for a well-earned rest.

The day following was spent in routine varied by the third anti-typhoid vaccination, an uncomfortable but necessary operation. On Friday, August 17, the regiment broke camp and went by train to Southampton, a two-hour journey. Here it was split up for the channel trip—Companies "E" and "F" boarding the "Manchester Importer" and the remainder the "Antrim," which latter boat also took over the Twelfth Engineers. An uneventful night trip, with numerous destroyers acting as convoy, brought the coast of France into sight by early morning and the boats dropped anchor in Boulogne harbor.

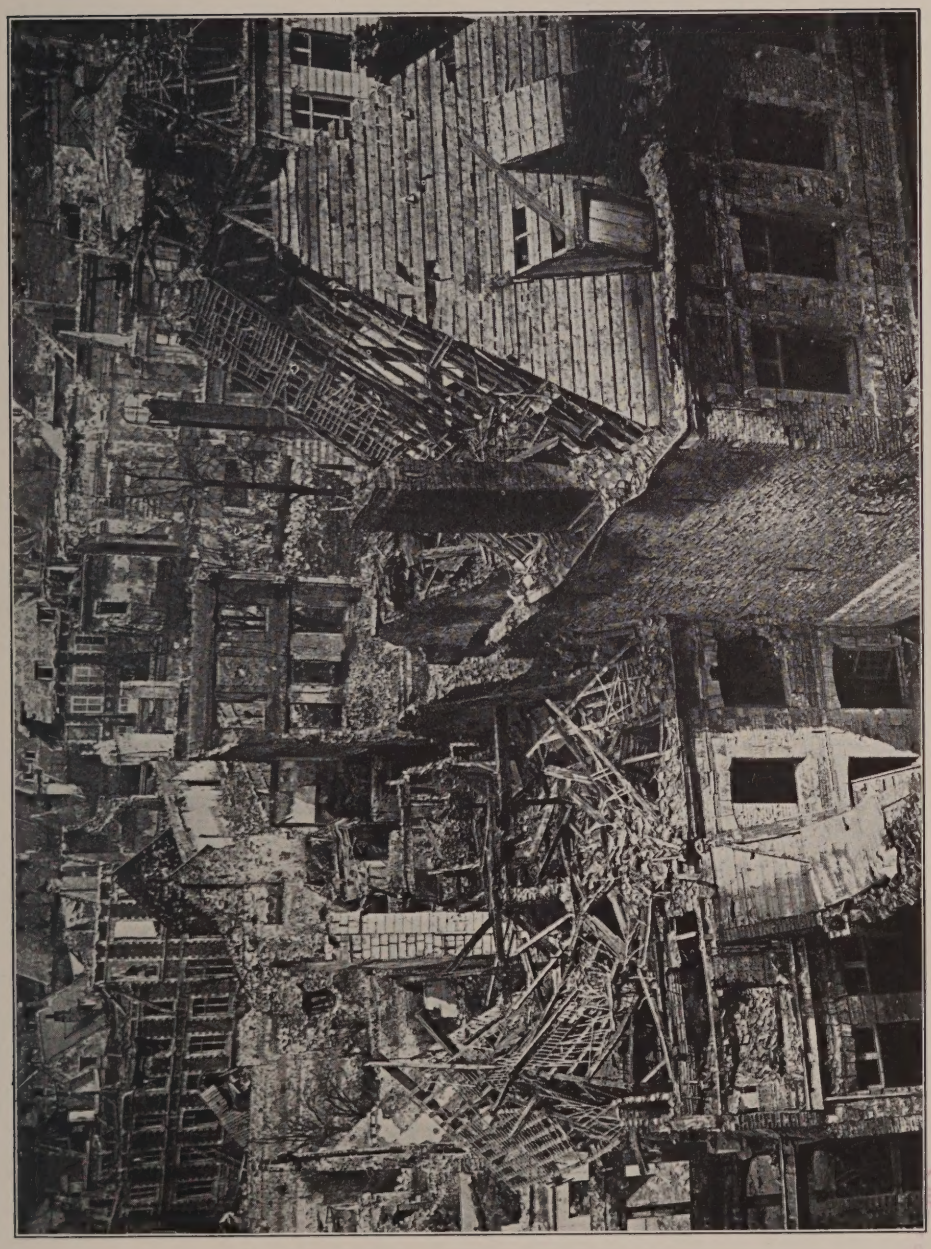
CHAPTER V

OFF FOR THE FRONT

THE regiment disembarked about 10.00 A.M. on August 18, and, after some confusion in separating the baggage from that of the Twelfth, marched to St. Martin's Camp. This was a two-and-a-half-mile hike under full pack, most of the way up hill, and, as it was made without any stop, it was a tired lot of men that finally reached the top. St. Martin's Camp lay on the summit of a bare hill, overlooking the Channel, and its desolate, grassless expanse was swept continuously by wind which drifted the dust and sand into the tents. Perhaps from this very hilltop, more than a century before, Napoleon had gazed at the shores of England, thinking of plans for invasion of that island which was now draining itself to invade France on a different mission.

The quarters were British conical tents and, as fourteen men were assigned to a tent, it was necessary for the occupants to lie feet to the pole, somewhat after the fashion of the segments of a pie. An additional difficulty was the ration question. St. Martin's Camp, like Camp Oxney at Borden, belonged to the "line of communications" and was supplied with corresponding rations. The L. of C. ration is much smaller than the front line ration and decidedly smaller than the hearty meals to which railroad men are accustomed, so that few finished a meal at either Borden or Boulogne with a feeling of satiety. The situation was in no sense made better by the fact that the cooks, who had been idle at Camp Rockingham, were now for the first time trying their prentice hands in feeding the companies.

The order of the day was gas instruction, conducted in a very efficient manner by the British instructors. P.H. helmets (later discarded), gas masks and "tin hats" were issued, not to speak of a welcome supply of underclothes. In the evening when leave was granted there was the old town of Boulogne to visit, with good food and good wine, and the first chance to get acquainted with the French people, but there was no regret when it was learned that



ARRAS

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the regiment was destined to go to the front in a few days. The assignment was light railway work, which caused considerable feeling among the men who, being competent broad gauge men, objected to work on toy railroads. They soon learned, however, that the light railway had most of the problems of a broad gauge in addition to a considerable number of difficulties of its own and it had the advantage of taking the regiment into the thick of active duty right up to the line.

On Monday, August 20, Lieutenant Smith of Company "D" and Lieutenant Hustis of Company "A" with a detachment of ninety-eight men from various companies left by rail for Beaumetz-les-Loges and they were the first men of the Fourteenth to reach the front. On the following day the regiment marched down to Boulogne and entrained. The transportation equipment, consisting of three motor cars, ten motor cycles and eleven trucks went over the road. It was a beautiful sunny day, ideal for seeing the country. The route was along the coast, through sand dunes. At Etaples there were many enormous hospitals and camps with an occasional cemetery with its hundreds of white crosses bearing witness to the cost of war. Then the railroad turned inland and passed Montreuil, a fine old walled town, at that time British G.H.Q., and on to St. Pol. The small amount of traffic on the line was quite noticeable, as only one Red Cross train and three coal trains were passed on the whole trip. Section gangs seemed to come from all quarters of the world, as there were Chinamen, Hindus, Portuguese, French, Canadians, South Africans and, of course, the inevitable "Tommies." The country was green and lovely under the summer sun and every inch of land seemed to be under cultivation. But at last there came signs of war—abandoned houses, ruins, old trenches and wire entanglements and finally Arras, a dead city battered by shells. The railroad yards were in good condition and some new Baldwin ten-wheelers looked familiar. From Arras the train backed down a branch line a few miles to what used to be Boisleux-au-Mont, which a large part of the regiment was to call home for some time to come. A young English officer met the train with the welcome,

"You'll find things smashed up a bit, but you can get fine Scotch at the canteen." Things were smashed up a bit, for it was the country that had been devastated in the bitter Somme battles; villages marked only by signs and little heaps of rubble, a sere countryside without trees or fresh grass, rusty barbed wire and old trenches starred with the red, white and blue of poppies, daisies and cornflowers, as if the spirit of the gallant dead were pushing up again.

As the regiment marched along to its Nissen hut camp near the village, shrapnel was bursting around five aeroplanes overhead. Along the skyline were to be seen eleven sausage balloons, and in the evening the brilliant star shells danced up and down and the guns rumbled and flashed. The Fourteenth was finally right in the big game.

For a few days after arrival at Boisleux there was no definite work to perform. The only incident worthy of note during this period was a regimental review given on August 25, to General John Biddle, commanding the American Railway Regiments attached to the B.E.F., and Mr. Henry Morgenthau, then Ambassador to Turkey. It required some searching to find a suitable place. There was plenty of level ground in the vicinity but most of it was so dotted with shell holes as to render it unfit for a regimental formation. A place was found, however, and a very creditable review was given.

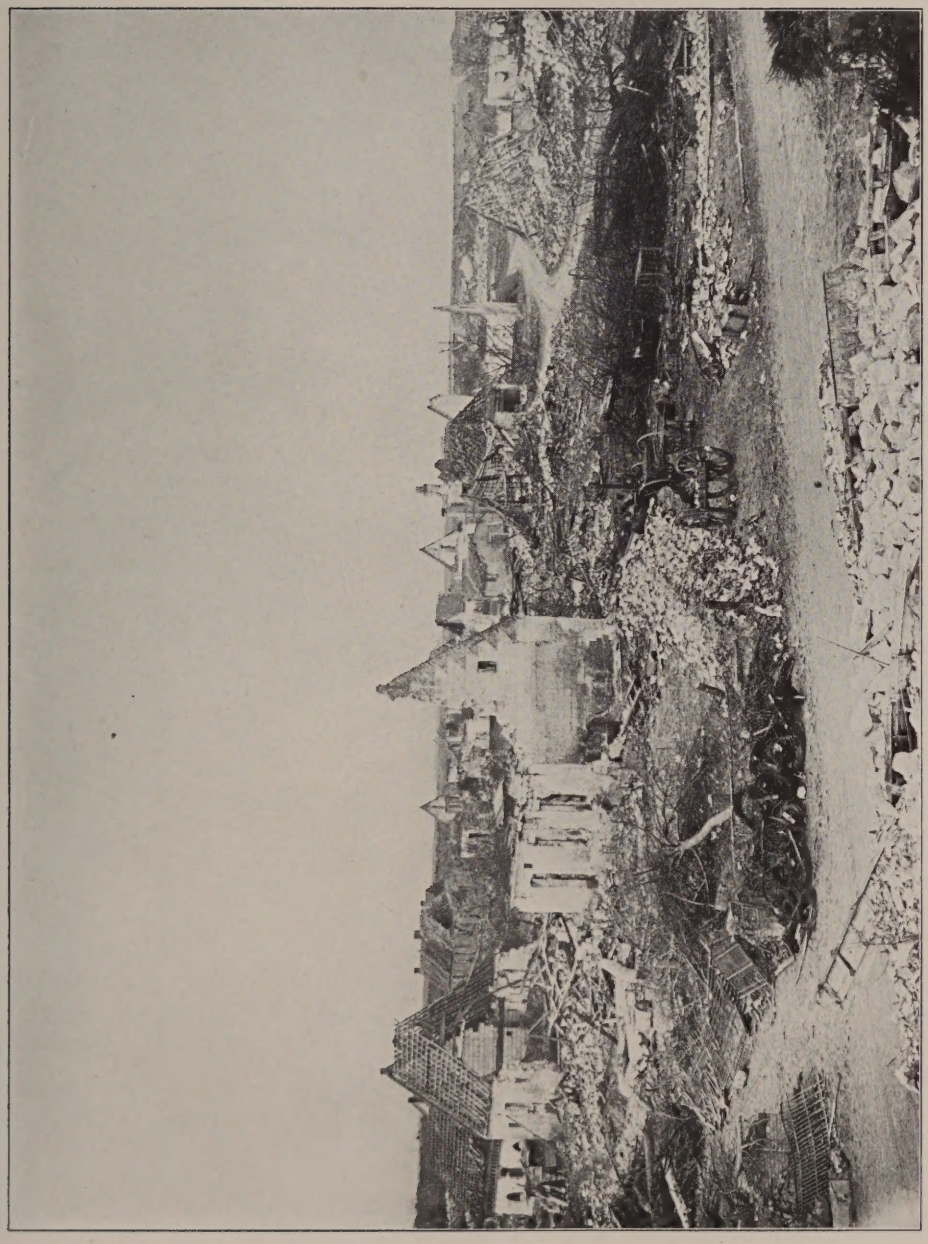
The equipment question became acute from then on and the Supply Officer was actively engaged in endeavoring to complete the outfitting of the regiment either through American or British channels. Shoes, underclothes, fatigue uniforms, blankets and overcoats were sadly needed. Underclothing was obtained from the British, but it was so coarse in quality that it resembled a suit of mail and caused considerable hard language. In due course arrived also a supply of overcoats, which, however, turned out to be Canadian coats, with nothing changed, not even the buttons with the insignia of the British empire on them. This created a good deal of heart-burning in the recipients.

Meanwhile, the regiment was accustoming itself to its new

Airplane Photograph of Front Line near Guemappe and Heninel

surroundings. The territory in which its work was to be done lay between Arras and Albert, a rolling country with a chalk sub-soil. The front at that time was "quiet," since neither side was making any serious attacks in the vicinity. Nevertheless, the constant roaring of the guns and the illumination at night allowed no one to forget that he was at last, not only in the theatre of war, but actually at the front, within easy range of the enemy's artillery. Everyone was required to carry a gas mask outside of camp and, when necessary to approach the front lines, steel helmets were worn. Orders were issued forbidding officers or men to expose themselves unnecessarily to danger by going into the advance areas except when on duty. However, practically every one, both officers and men, at one time or another paid a visit into the front line trenches and learned from actual observation what life up there was really like.

When the regiment arrived at Boisleux, and for several months thereafter, it was believed that it would be with the British for a few months only, and that as soon as the progress of events in the American Expeditionary Forces made its presence with them desirable, it would be taken over by them. This belief rendered the British somewhat reluctant to assign to the Fourteenth all the important operating work which they were qualified to perform, and which the British would have assigned to them, had they been assured that they could retain the regiment indefinitely. They reasoned rightly that if they allotted to the regiment important railway operation to its full capacity and returned to the infantry and artillery the forces they then had detailed to this work, it would be difficult to re-organize these units and take over the work in case they should be suddenly withdrawn for use with American forces. If this withdrawal were made on the eve of serious military operations, it might prove disastrous. Therefore, although the Fourteenth were in numbers and qualifications strong enough to take over the operation of the entire advance system of light railway lines of the Third Army (North), only a little over one-third of this system was assigned to them for operation. As this did not begin to require the service of all the men, the operation and main-



BXISLEUX-AU-MPNT

tenance of a system of salvage lines centering at Pozieres was also assigned, and the remaining strength was utilized in maintenance work on the system which was operated from Boisleux. In addition three detachments were sent out for special work.

The first of these detachments, consisting of nineteen men under Lieutenant Smith, who was later relieved by Lieutenant Burr, was sent on August 23 to Bapaume to take charge of the erection of a locomotive shed, the installation of water facilities, and general

VALLEY OF THE COJEUL RIVER
TREES CUT DOWN BY GERMANS IN THEIR RETREAT

building construction work. It was expected that this work would take only a short time, but when it was completed the work of the detachment had been so satisfactory that it was continued on similar work in that vicinity, even after the Third Army (South) had taken over the area, until the expansion of the work centering at Boisleux made it necessary to call them back on January 29, 1918.

On September 17, 1917, Lieutenant Hayes and a detachment of twenty-one men were sent to Achiet-le-Grand to take charge of a car repair shop for the light railway cars belonging to the lines of

Night Scene at the Front

the Third Army (North). Although their work was called repair work, a great deal of it was construction pure and simple as in many cases they would be furnished with nothing but detached trucks and the raw materials for a body. They had to build their own shops and find tools and materials. Much of the iron and steel used was taken from the old German dump at Wancourt. During the winter they rebuilt thirty-five captured German cars and built eight new "D" class cars. Some interesting light railway equipment was also constructed, such as nine ambulance cars, a balloon-hauling car, snow plows, flangers and rail cars. This detachment remained at Achiet-le-Grand until March 18, 1918, when it moved to Blairville. Lieutenant Hayes, having been promoted to the grade of Captain, was relieved by Lieutenant Stude on March 20. A few days later, on March 24, the German advance forced the evacuation of Blairville and the detachment returned to the regiment.

On September 25, a detachment of eleven men, later increased to fourteen, consisting of some of the most skilled mechanics, was sent to Berguette for duty in the Central Light Railway Repair Shops. They remained on duty there until the evacuation of the shops on April 13, 1918, when they also rejoined the regiment.

First Battalion headquarters and Company "B" proceeded by rail to Pozieres on September 7, 1917, followed a few days later by detachments from Company "C" and finally by the remainder of that company. From this time, for more than seven months, the main activities of the regiment were divided between the operations at Pozieres and at Boisleux and, for the sake of clarity, it seems advisable to consider them separately in the chapters that immediately follow.

CHAPTER VI

THE TROOPS AT POZIERES

THE first detachment to leave Boisleux-au-Mont for Pozieres consisted of first Battalion headquarters, and Company "B," The troops marched out of camp at 8:30 A.M. on September 7 followed by the good-bye cheers of those left behind, halted at the appointed loading places on the light railway, in full view of camp, and waited an hour and a half for the train to arrive. After a journey by rail of thirty miles with several derailments, during which no opportunity was lost to teach the English train crew the elements of railroading, American style, Pozieres was reached at 15:30 o'clock. They at once took over from the Nineteenth Light Railway Company, B.E.F., and spent the remainder of the day cleaning camp and preparing for the morrow.

The second battle of the Somme definitely started on September 8, 1917. This was a private affair between the English speaking races, with Fritz an interested observer from the sky, sometimes dropping bombs to keep things moving.

The work was the operation of light railways by the Americans under the direction of "Light Railways" (English) principally for the benefit of "Salvage" (Canadians). The situation was complicated by the disapprobation of the whole affair expressed by the members of the Anzac training school. The line between Aveluy and Thiepval crossed the target pits of their rifle range at one place and at another spot the targets of the machine-gun range were placed against the railroad embankment. In spite of a prearranged system of signals for the prevention of accidents, there were times when the trainmen would be greeted with an unexpected fusillade of bullets. On days when artillery practice was being held, this line was entirely closed to traffic and sometimes the track would be broken by friendly shells.

Operations at first were within the area of Pozieres, Aveluy and Miraumont, but were gradually extended until the Americans were operating all the light railways within the area between

General View of the Somme Battlefield from the Butte

Just Somme Country

Bapaume on the east, Albert and Aveluy on the west, Beaumont Hamel and Miraumont on the north, and Trones Wood on the south—an area of about one hundred square miles, including that part of the Somme battlefield wrested one year before by the British from the Germans—once a paradise but transformed by man into an unimaginably filthy mess, which Mother Nature was doing her best to hide under a mantle of green.

As operations were extended, additional camps were established at Aveluy, Bazentin and Beaucourt in the order named. Headquarters remained at Pozieres. Company "C" arrived in three sections on September 11, 13, and 21.

Traffic was principally material gathered from the battle field and hauled to the various salvage dumps. Salvaged ammunition and engineer supplies were hauled to the front, firewood was moved from the forests to broad gauge rail for "Forestry" and building materials were distributed throughout the area for "Roads." The tonnage moving to the dumps increased rapidly. Within a week the labor forces at the Pozieres dump were doubled. From a daily average of less than one hundred tons at time of taking over, a peak of eleven hundred tons per day was reached during the most favorable conditions.

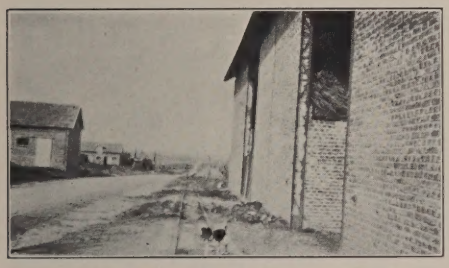
The track was built principally of material found on the ground and laid on roads, cart paths, old embankments and on the surface of the ground, with hardly any attempts at ballasting. At times the mud was so terrible that the track would sink out of sight in places after a few hours' use. Fortunately there was a seemingly inexhaustible supply of mine timber that could be salvaged, so in many places the track was supported by a timber raft floating on a sea of mud. As fast as one locality was wiped up the track would be taken up and relaid elsewhere. This work was done by Indian labor, furnished by "Salvage," under the supervision of the Americans. The greatest mileage in commission at any one time did not exceed fifty.

The first feelings were of amusement, rapidly followed by disgust when qualified engineers attempted to operate the little engines. They were apparently the discard from the entire area and were

BAZENTIN-LE-PETIT

EAST INDIANS EMPLOYED ON SALVAGE WORK

perverse and erratic in their actions. It was an inspiring sight to see one of these little machines come rushing down the track with a stalwart Yankee astride the boiler, pail in hand, dashing cold water on the injector to keep the contraption working. "Light Railways" was not very enthusiastic about furnishing materials for repairs and engine troubles were discouragingly frequent until "Salvage" made arrangements to have such work as could not be handled at the shop at Pozieres, done at the Army machine shop at Meault. The efficient mechanical department soon thereafter overcame the difficulties encountered and the engines worked



LIGHT RAILWAY NEAR THE BUTTE IN 1922

SITE OF THE POZIERES CAMP, AUG. 15, 1922

satisfactorily except for an inordinate tendency to jump the track. A man at each corner, one word of command from the superintendent (or was it a yell?) and rerailing was complete.

All water furnished was very hard, being pumped from wells driven in chalk, and it was found necessary to wash out boilers every week and clean the incrustation of chalk from the boilers every night. This in addition to work on engines laid up for repairs necessitated running the repair shop twenty-four hours a day.

The work from the first was hampered by the lack of cars. A train made up of packing boxes, with a wheel at each corner and cable couplings, is not only a delicate thing to handle but a great handicap to efficiency. More regular cars were needed than "Railways" could furnish. Fortunately the material was to be had for the picking up. The district was combed for trucks, wheels and axles. Bodies of timber or metal were constructed and twenty-four

double truck cars were assembled and put into use before the work of building cars from salvaged materials was taken over by "Salvage." These cars were from 14 to 18 feet long and from 5 to 10 tons capacity. The cars furnished by "Railways" for the wood and broken stone traffic were utilized for salvage on return trips.

The district was supplied with water from pumping plants at Aveluy and Caterpillar Valley, with standpipes at Centre Way, Bazentin, Martinpuich, and Butte. The watertanks on the engine

MIRAUMONT-LE-GRAND

were very small and required replenishing so frequently that trench pumps and buckets were carried and water was taken from adjacent shell holes, so as not to lose time in running to the standpipes. Four tank cars were finally built. These were filled and placed on convenient sidings until the supply was exhausted, then hauled to the nearest standpipe, filled and replaced. After the water supply from Aveluy was put out of commission on account of freezing and bursting of pipes, these cars were made into a water train and operated on a 24-hour schedule, hauling water from the Martinpuich standpipe for all the camps in the district and for railroad purposes. All water for the Pozieres camp was

hauled from the Centre Way plug, one mile distant, until the pumping plant at Fritzy's Well was put in operation early in March, when water was piped into camp.

A telephone line from Bapaume to Bazentin and Pozieres with control boxes at junction points permitted moving trains between these points in accordance with the operating rules provided by the A.D.L.R. On the remainder of the system trains were run under "smoke orders." By using a little forethought in laying out

A Typical Nissen Hut Camp Near Pozieres

the program of work for the day and leaving signal men at junction points, trains were moved very promptly.

At first, accommodations were poor. The huts were overcrowded. Company "C" was in tents, winter was coming on and requisitions on Light Railways for huts, building materials and camp comforts, so-called, were unfilled. The Town Major of the district was full of promises for huts; he was a most promising man. Then word was received that the director of Salvage, B.E.F., would make an inspection of the district, and would the Americans please furnish transportation? They did. The observation car they contrived for the occasion with canopy and flaps to preserve buttons, belts and

uniforms from the deleterious effects of smoke, cinders and steam would have done credit to George M. Pullman, himself. Not only that, but the Americans accompanied "Salvage" on an extremely interesting tour and partook of the excellent lunch provided. There followed a confidential talk between "Salvage" and the representative of Uncle Sam with the result announced at mess the same night: "Gentlemen, we have been abandoned by our natural protectors and are on our own. Salvage says the Americans at Pozieres

The Village Church at Pozieres

can help themselves to any bits of topography of the district, necessary for their convenience and comfort and that, hereafter, unoccupied buildings may be treated as ruins and salvaged accordingly." Never again did the Town Major get any satisfaction when buildings began to slide across the landscape and settle down to rest in the American Camps. There was only one restriction, the material must be taken before it was unloaded at the dump and inventoried. There was also one drawback. Sunday as a day of rest was lost for some who were required to spend the day salvaging material for America at Boisleux-au-Mont. America at Boisleux operated its railroad twenty-four hours a day for seven days a

THIEPVAL

THE RAILWAY STATION AT BEAUMONT-HAMEL

week while America at Pozieres operated its railroad eight hours a day, six days a week to conform with the hours of the Hindoo laborers employed by "Salvage."

By November 1, 1917, the entire command was in huts, thanks to the heroic efforts of the officer in charge of camp construction. In the matter of nails alone it was necessary to wreck buildings and pull the nails out of the boards and scantling in order to obtain the necessary supply. Later on the huts were banked and two dug-

View Near Pozieres

outs, capable of holding the entire command, were salvaged and brought into camp as protection against the bombing raids which were becoming more frequent.

There was also a coal pile which will be remembered by victims of army discipline. Pozieres was a fuel storage and distributing point for the "Light Railways" under Third Army (South). The coal would arrive on the broad gauge in train loads of forty cars and be unloaded along the track at once by Hindoo labor. It would then be transferred by the unfortunates before mentioned, to the stock pile on the "Light Railway" via the wheel barrow route. As this coal could be used only for railroad purposes, every

ALBERT CATHEDRAL AS THE FOURTEENTH KNEW IT

ALBERT CATHEDRAL AFTER THE MARCH DRIVE

hut was an office. There was no lack of fuel, for firewood was plentiful.

The locality afforded very little opportunity for entertainment. The men made frequent visits to the restaurants and estaminets at Albert and Aveluy. Eight men a day were permitted to visit Amiens, but after the novelty wore off not more than three or four a day availed themselves of this permission. After the post exchange was opened, the number of men visiting Albert on week days decreased. There were some good markets and shops in Albert where most of the necessities and conveniences could be purchased.

On Christmas Eve, the entire command was invited to an entertainment given by neighbors at the salvage dump. Part of the entertainment consisted of a series of boxing bouts. Some of the Fourteenth entered in four of these bouts and secured the decision in three of them. The fourth was awarded to the Englishman after an extra round had been fought to enable the judges to make a decision. On the afternoon of Christmas Day, 1917, the men gave a Christmas festival to the children of Albert, who attended with their teachers to the number of about two hundred and fifty. Present also as guests were the Mayor of Albert with his family and secretary, the Prefect of Peronne, the officers of the French Mission at Albert, the officers of the battalion and of the Salvage Corps. Two very pretty little girls first made a presentation of two large bouquets for the officers and men of the battalion. This was followed by a short address of welcome, given in French by the Major, and longer speeches by the Mayor and Prefect. Following the singing of the national anthems of France, England and America, a musical program of instrumental and vocal music and a sleight-of-hand performance were given. When an able performer, Bugler Atkins, placed the Mayor's little son on a chair where every one could see and shook out of his nose and ears a hat full of coppers which he afterwards passed around among the children, pandemonium reigned. The children on leaving were each given a present of fruit, candy, nuts, and various warm and serviceable articles of clothing. The tree was a large one, well lighted and decorated, and much admired.

The American Y.M.C.A. pitched a large tent at the camp on February 27, 1918. This furnished a much-needed recreation hall and was in constant use till camp was moved. A baseball ground was graded in the spring with the help of East Indian labor, and a series of games with nearby camps was being arranged at the time of leaving Pozieres. Only one of these games had been played on the home grounds at that time, the Fourteenth winning.

The following organization was made as soon as practicable after taking over the light railways:

Captain Frank C. Pelletier, Superintendent,	Pozieres
Captain William L. Post, Chief Engineer,	Pozieres
Captain A. B. Cole, Battalion Adjutant, Supply Officer	Pozieres
Lieutenant Robert Sturgeon, Superintendent Motive Power	Pozieres
Lieutenant Benjamin B. Whitney, Engineer Maintenance of Way,	Pozieres
Lieutenant Charles J. Ferguson, Statistician,	Pozieres
Lieutenant Frank W. Rourke, Assistant Superintendent,	Aveluy
Lieutenant Alonzo T. Hoyle, Assistant Superintendent	Bazentin

On October 3 Captain Cole was detached for duty at Rouen and Lieutenant Ferguson was appointed Acting Adjutant and Supply Officer. On November 15 Lieutenant Rourke was detached for service on the American broad gauge lines. The Aveluy detachment remained under command of Sergeant Higgins, Company "B," till February 19, 1918, when Lieutenant Sturgeon was appointed Assistant Superintendent in charge of detachments at Aveluy and Beaucourt. At the same time Master Engineer (Sr.Gr.) P.F. Kendrick was appointed Superintendent of Motive Power. On December 4 Lieutenant Collamer was assigned to duty with the battalion, and was made Assistant to the Superintendent at Pozieres, and on February 18, 1918, he was appointed Acting Adjutant and Supply Officer, vice Lieutenant Ferguson, assigned to duty with Company "B". On March 4 Captain Peters reported for duty with the Battalion and was made Supply Officer. Major Guppy, later Lieutenant Colonel, remained in command of the detachment from September 7, 1917 till April 6, 1918, with the exception of two periods, February 7-17 and March 13-25, when absent at regimental headquarters. Major Lovett assumed command of the battalion on March 3.

The operation of the railroad in the manner described continued without interruption till March 21, 1918.

The work of the Pozieres detachment was an essential part of the business of the army. The shortage of material for trench and dug-out construction would have been exceedingly serious but for the enormous amounts salvaged from these old battle fields and the thousands of tons of salvage from the Somme district were a very welcome contribution toward the winning of the war.

We will leave the Pozieres troops in the midst of their duties on the eve of the March drive and retrace our steps to describe the activities of the rest of the regiment during the same period.

"Off the Iron" between Pozieres and Aveluy

CHAPTER VII

ACTIVITIES AT BOISLEUX

BEFORE the war Boisleux was a peaceful little village with its château and its church, half hidden by trees and bushes, set in a fertile, rolling country, crossed by the brooks that the French always hopefully designate as rivers. But it was no peaceful sight that greeted the Fourteenth—only scenes of desola-

BOISLEUX CHURCH BEFORE THE WAR

BOISLEUX CHURCH IN 1917

tion and obliteration, a depressing country in fair weather and tragical in rain and mud.

On August 25, 1917 the first step was made toward actually taking over the operation of the Boisleux district, when Company "D" started some of its men in on the lines, accompanied by men of the 32nd (British) Light Railway Company, which was at that time operating there. The old camp not being convenient to the work, Company "D" moved over the quarters adjacent to the railway yard and was followed by Company "E" on August 26, and Company "F" on September 2. The men of the 32nd Light Railway Company were withdrawn on August 31, and the operation of the whole section was left in the hands of the Fourteenth Engineers.

This hasty taking-over quite naturally resulted in some confusion. Nobody was really qualified over the whole line and the orders were complicated by such mysterious language as "Tock Emma Beers," which, being interpreted, meant trench mortar bombs. Engines tipped over, cars were derailed and one day early

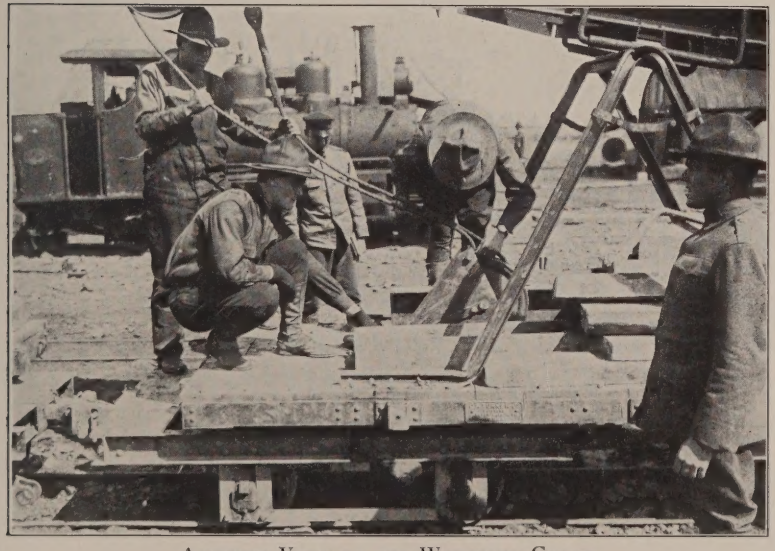
in the proceedings, to cap the climax, an elaborate 60 *cm* wrecking crane which had been sent out toward Beaumetz to pick up an engine, itself tipped over in the ditch. This crane, after several rather harrowing experiences, was definitely barred from the line, and a highly competent wrecking gang, the busiest unit of the whole outfit, easily manipulated all derailments by means of jacks and blocks. The Hunslet and Barclay engines of the British were very troublesome for American engineers on account of the different

Making a Field Oven at Boisleux

construction and throttle and valve arrangements, but this difficulty was solved when Baldwins began to come in.

On September 16 Company "A" was distributed along the line. A detachment of the company was sent to the new camp, the company headquarters were placed at Boiry-Becquerelle, and detachments established at Heninel and near Wancourt. These detachments in the forward areas, after living for a while in dugouts, were finally combined into one detachment which ensconced itself in the "Hindenburg Tunnel," an underground line that had been constructed in the most excellent and substantial fashion of the Germans as a part of the line of defence to which

Wrecking Crane at Boisleux



Another View of the Wrecking Crane

they retreated in the spring of 1917. They were driven farther back than they had intended to go, however, and several miles of this tunnel fell into the hands of the British, who occupied a portion of it as quarters for their own front line troops. It was forty feet underground and provided a complete defence against everything except gas. The work done by Company "A" consisted for the most part of maintenance, but some of their men were also

A Hunslet Locomotive at Boisleux

engaged in operation. A detachment composed chiefly of men from Company "F" was stationed at Beaumetz-les-loges for maintenance work on the branch running back to that broad gauge railhead. On September 18 regimental headquarters moved into the new camp and the old camp was entirely abandoned.

On September 19 the following organization was put in force for the operation and maintenance of the section of line assigned:

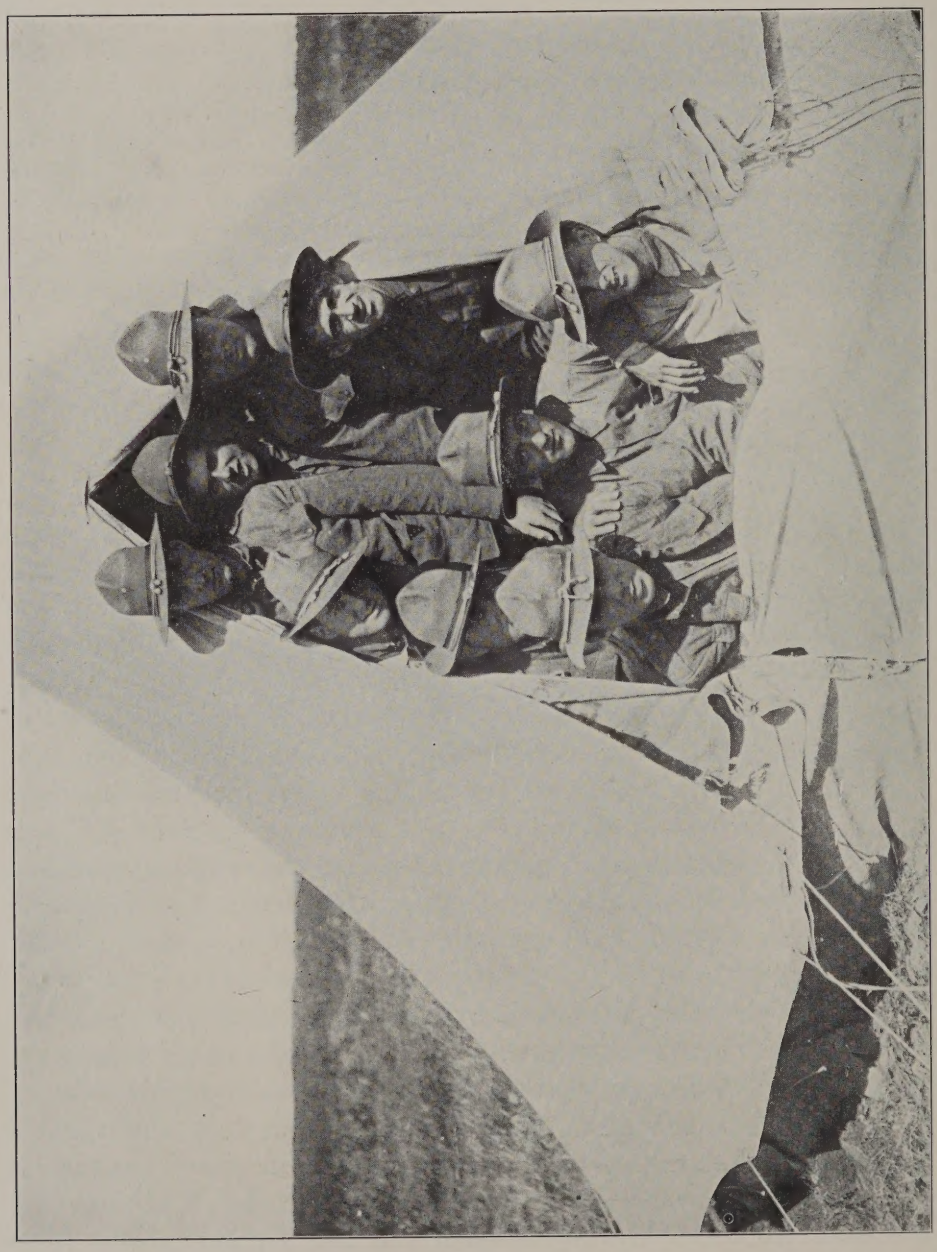
ACTIVITIES AT BOISLEUX

Captain Robert G. Henderson	Superintendent
Captain Edward P. Morrison	Assistant
Captain Ralph Bradley	Railroad Supply Officer
Captain Frank P. Paten	Camp Officer
Captain Louis deB. Lovett	Maintenance Officer
Captain Charles W. Lewis	Division Maintenance Officer
Lieutenant Otis B. Ruggles	Assistant Division Maintenance Officer
Lieutenant Lewis F. Gilson	Assistant Division Maintenance Officer
Lieutenant John M. Townsend	Division Maintenance Officer
Lieutenant John O. Taber	Division Maintenance Officer
Lieutenant Edward D. Collamer	Division Maintenance Officer
Lieutenant Alvah W. Race	Assistant Superintendent in Charge of Traffic
Lieutenant James H. Hustis, Jr.	Line Traffic Officer
Lieutenant James S. Hawley	Control Officer
Lieutenant George M. Trumbull	Control Traffic Officer
Lieutenant James A. Cunningham	Control Traffic Officer
Lieutenant Charles M. Burr	Master Mechanic

Practically the only change in this organization was made when Lieutenant Smith from Bapaume changed places with Lieutenant Burr.

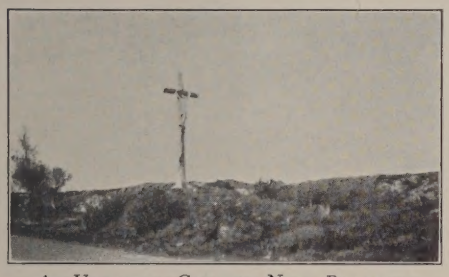
In charge of the control at Boisleux, appropriately named the "Mad House," was Master Engineer Lyons as chief dispatcher, with Sergeants Kealy of Company "E" and Ames and Brown of Company "F" as assistants. Master Engineer Purtell and Sergeant Legg of Company "E" were the engine house foremen and Sergeants McCertney of Company "D," Davis and Power of Company "A" and Fahey of Company "F" were the track supervisors. Sergeants Dowd and Stitzer of Company "E," Welch and O'Brien of Company "D" and Leard of Company "F" were the trainmasters.

As there were only a few huts in the new camp, almost the entire command were at first in tents, but by degrees other huts were erected, and before cold weather set in there were enough to accommodate all. The prevailing type was the Nissen hut which had a floor space of about 15′ x 30′. Corrugated iron sheets resting on semi-circular ribs formed the side walls and the roof. Each hut had one door and two corridors at each end and accommodated from fourteen to twenty men. The officers' quarters consisted of Arm-

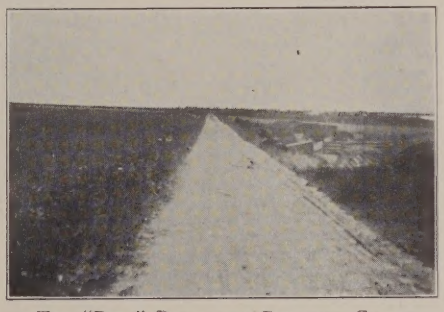


A Tent-full at Boisleux, August, 1917

strong huts, which were of the same size as the Nissen huts, but had wooden side walls and a ridge roof. There were also two Adrian huts, very large structures without floors. Water was piped into camp and hot and cold shower baths were provided. As the camp was several hundred yards from the main road, it was necessary to construct a connecting road. This was at first made of chalk and as it circled around inside the enclosure it must have looked like a bullseye to enemy aeroplanes. For the benefit of future adven-



An Unharmed Crucifix Near Boisleux



The "Post" Road into Boisleux Camp

turers in France, it may be definitely stated here that chalk is not a suitable material for roads or railway ballast. After a good steady rain it acquires the general characteristics and properties of thick cream, without the virtue of being edible. Accordingly, the camp road was made passable by putting in broken brick from nearby ruined villages, and the light railway maintenance forces, after many experiments with various mixtures of sand and chalk, made daily request for mine refuse (*pierre de fosse*).

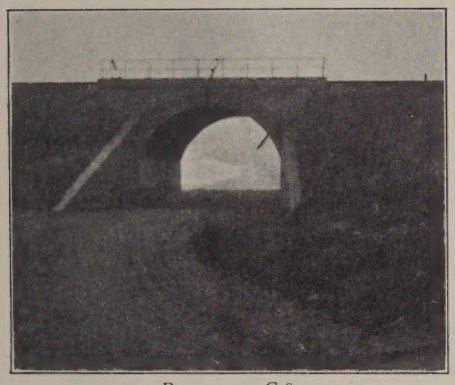
The regiment soon learned what every old campaigner knows, that the only way to get the necessities and luxuries is not to "requisition through channels" but to "go get it." They were such apt pupils of the British in this that on one occasion, at least, a whole train load was run out of Boyelles dump right under the nose of the English sergeant-major in charge. War-time morality taught that the only crime was to be "caught with the goods." In any case, the net result was a very comfortable camp, and nobody quite realized how comfortable it was until it was necessary to abandon it.

MEAL TIME

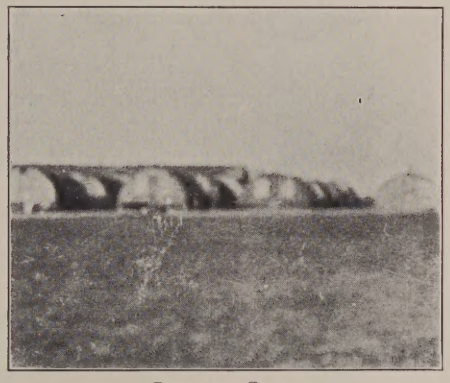
"JOCKS" IN REST

ACTIVITIES AT BOISLEUX

The section of line that was turned over for operation and maintenance was a portion of the "C" section of the light railways of the Third Army (North). It consisted of a line from railhead at Beaumetz to railhead at Boisleux with a loop from Boisleux through Henin, and Heninel to Wancourt and several subsidiary loops and lines. The salvage line ran from C-6 to Monchy-au-Bois and was later extended in a loop as far as Achiet-le-Grand. From a point south of Henin, a line ran to Boyelles, the main engineer dump, and thence to St.Leger Junction where it joined the lines of the Achiet section. From C-11 and C-5, lines extended up to join the



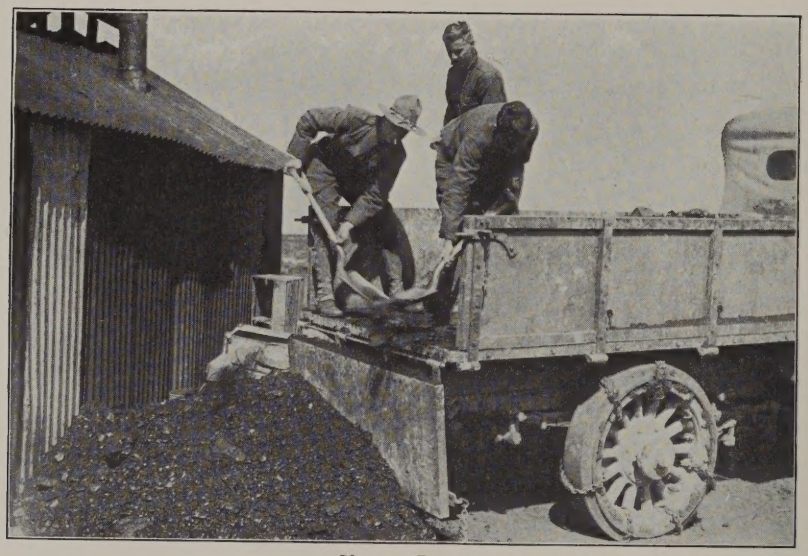
Bridge at C-8



Boisleux Camp

Arras section. Mercatel was the main ammunition dump and most of the batteries were located on Henin hill or in the vicinity of Wancourt. From time to time there were various changes, the most interesting of which were the C-8 diversion and the Cuckoo Dump line.

At C-8 the light railway crossed the broad guage, the crossing being accomplished by a removable section of rail laid on top of the broad gauge rails. One day a French train disregarded the flag and crashed through the section of track at about 30 miles per hour, miraculously escaping derailment. This caused international complications which finally resulted in the French ordering the abandonment of the crossing. This was done and, while the detour to a point where the light railway could go under the



HEAVY DUTY

MESS LINE AT BOISLEUX

broad gauge was being built, the light railway system was cut in two.

The Cuckoo Dump line was built while the 51st (Highland) Division was in line. It ran from Greystone Dump through Pelican Dump to Cuckoo Dump in the second line trenches. It was maintained at night by the infantry and operated, naturally at night also, by the Fourteenth. Rations, ammunition and water were delivered on this line every night without fail from the time it was opened, although both the difficulties and the risk were very great.

The whole system consisted of about fifty miles of line. At maximum capacity eighteen locomotives and fifteen tractors were used. The steam locomotives were employed on the Beaumetz and C-12 lines and for hauling out of Mercatel, Boisleux and Boyelles as far forward as was safe, usually not farther than Henin yard. From the advanced points, delivery was made by gasoline and P-E tractors. The extraordinary regularity (considering war-time conditions) as well as the character of the work are well illustrated by the time-table which took effect January 12, 1918 and read as follows:

Boyelles Switcher.

Daily

Leave C-103 at 6:00 hours for C-200.
Leave C-200 at 16:00 hours for C-103.

Engine and Crew leave C-103 at 6:00 hours for Boyelles. To be used as a switch engine in Boyelles yard, and to work shuttle service between Boyelles and St. Ledger. Leave C-200 at 16 hours with R.E.S. for Henin, then works into C-103.

Guildford Ration.

Daily

Leave C-103 at 6:05 hours for C-1.
Leave C-1 at 10:30 hours for C-402.

Engine and crew to leave C-103 at 6:05 hours with leave troops and work as directed to Beaumetz.

Leave Beaumetz at 10:30 hours with the 6th Corps Troops Supply Column rations for C-3 and C-402.

Then work extra as directed.

Company "A" Work Train.

Except Sunday.

Leave C-103 at 6:10 hours for C-201.

Small tractor and crew to leave C-103 at 6:10 hours for Canada Siding. Then works as directed by Capt. Lewis, Maintenance of Way Department.

1st Salvage Train

Daily

Leave C-103 at 6:20 hours for Monchy.

Engine and crew report to leave C-103 at 6:20 hours for Monchy on the C-12 Line. Loads salvage timber at Monchy and hauls as directed by officer of Salvage Work.

Mercatel Switcher.

Daily.

Leave C-103 at 6:30 hours for C-9.
Leave C-9 at 17:00 hours for C-103.

Engine and Crew to leave C-103 at 6:30 hours for C-9. Switches at C-9 until 8.45 A.M., then returns to C-103 and switches in yard until 34th Division Rations are loaded. Leaves C-103 with 34th Division Ration train for C-9 and remains as a switcher at C-9 until 17:00 hours, then returns to C-103.

2nd Salvage Train.

Leave C-103 at 6:00 hours for Monchy.

Engine and crew report to leave C-103 at 6:40 hours for Monchy on C-12 Line. Loads salvage timber at Monchy and hauls as directed by officer in charge of Salvage Work.

Beaumetz Work Train.

Except Sunday.

Leave C-1 at 7:00 hours.

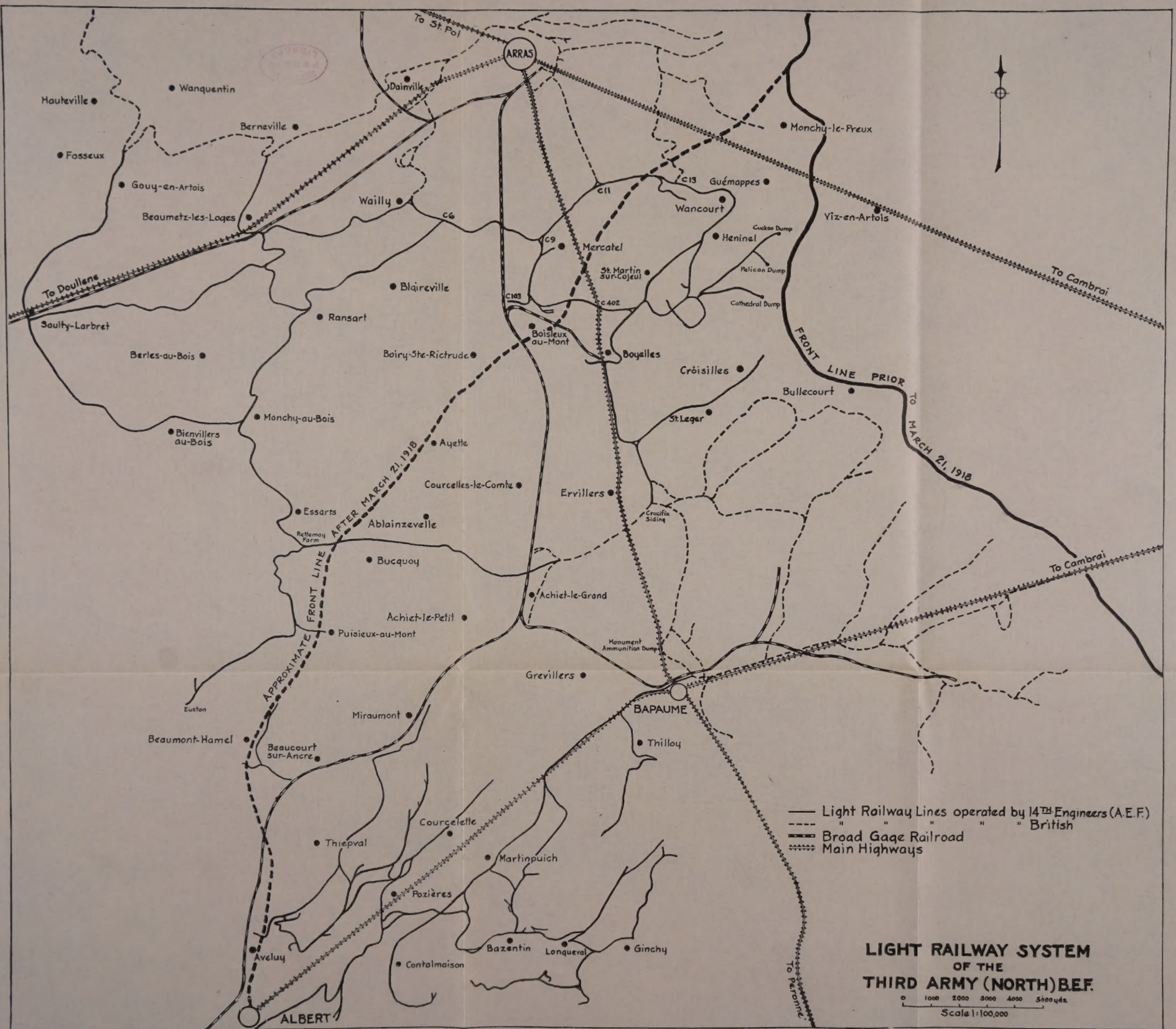
Engine and crew report to leave C-1 at 7:00 hours and work under direction of Lt. Townsend, on Maintenance of Way work.

Boisleux Work Train.

Except Sunday.

Leave C-103 at 7:00 hours.

Engine and crew report to leave C-103 at 7:00 hours and work under direction of Lt. Taber on Maintenance of Way work.


To St. Pol
ARRAS
Dainville
Wanquentin
Hauteville
Berneville
Fosseux
Gouy-en-Artois
Beaumetz-les-Loges
Wailly
C6
C9
C11
C13
Guémappes
Monchy-le-Preux
Wancourt
Yiz-en-Artois
Cuckoo Dump
Heninel
Mercatel
St. Martin sur-Cojeul
Pelican Dump
Cathedral Dump
To Cambrai
To Doullens
Blaireville
C103
C102
Ransart
Boisleux au-Mont
Boyelles
Croisilles
Saulty-Larbret
Berles-au-Bois
Boiry-Ste-Rictrude
FRONT LINE PRIOR TO MARCH 21, 1918
Bullecourt
St. Leger
Monchy-au-Bois
Bienvillers au-Bois
Ayette
AFTER MARCH 21, 1918
Courcelles-le-Comte
Ervillers
Crucifix Siding
Essarts
Ablainzeville
Rettemoy Farm
FRONT LINE
Bucquoy
Achiet-le-Grand
Achiet-le-Petit
Puisieux-au-Mont
Monument Ammunition Dump
Grevillers
APPROXIMATE
Euston
Miraumont
BAPAUME
Beaumont-Hamel
Beaucourt sur-Ancre
Thilloy
Courcelette
Thiepval
Martinpuich
Pozières
Bazentin
Longueval
Ginchy
Contalmaison
Aveluy
ALBERT
To Peronne
Light Railway Lines operated by 14TH Engineers (A.E.F.)
" " " " " British
Broad Gage Railroad
Main Highways
LIGHT RAILWAY SYSTEM
OF THE
THIRD ARMY (NORTH) B.E.F.
0 1000 2000 3000 4000 5000 yds.
Scale 1:100,000

Wanquetin
Houlleville
Berneville
Pas-sous
Gouy-en-Artois
Beaumetz-les-Loges
Wailly
To Doullens
Blairville
Ransart
Boiry-Ste-Rictr
Boisleux-au-Mont
Boisleux-St-Marc
Boiry-Becquerelle
Courcelles-le-Comte
Adinfer
Boiry-Notre-Dame
Ayette
Boiry-St-Martin
Boiry-St-Rictrude
Mercatel
Boyelles
Bucquoy
Achiet-le-Petit
Pys
Pusieux-au-Mont
Bapaume
Ervillers
Miraumont
Courcelles-au-Bois
Bienvillers-au-Bois
Berles-au-Bois
Boulby-Lorbret
Ablainzevelle
Essarts
Bienvillers
au-Bois
Boiry-Becquerelle
Courcelles-le-Comte
Adinfer
Boiry-Notre-Dame
Ayette
Boiry-St-Martin
Boiry-St-Rictrude
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Achiet-le-Petit
Pys
Pusieux-au-Mont
Bapaume
Ervillers
Miraumont
Courcelles-au-Bois
Bienvillers-au-Bois
Berles-au-Bois
Boulby-Lorbret
Ablainzevelle
Essarts
BOSTON
PUBLIC

ACTIVITIES AT BOISLEUX

Beaumetz Supply

Daily

Leave C-103 at 8:00 hours for C-1.
Leave C-1 at 11:30 hours for Crucifix.

Engine and crew to leave C-103 at 8:00 hours for C-1, with troops and empties for ration loading.

Leave C-1 at 11:30 hours with troops for C-103 and 6th Division Rations for Crucifix.

Return from Crucifix working extra as directed.

Old Barbed Wire Near Heninel

American Ration Train.

Daily

Leave C-103 at 9:00 hours for Marliere.
Leave Marliere at 12 hours for C-103.

Small tractor and covered ration-ambulance car leave C-103 at 9:00 hours with rations for American Forces, at Henin, Boyelles and intermediate Stations, thence to Marliere. Leave Marliere at 12:00 hours sharp with wounded troops for C-103.

Crucifix Ration.

Daily

Leave C-103 at 10:30 hrs. for Crucifix.

Engine and crew report to leave C-103 yard at 10:30 hours with the rations for 40th Division, Ervillers, Crucifix Siding.

On delivery of cars, engine and crew go to next control station, get any cars there to go and return to C-103 as directed.

A "Pill Box" Near Heninel

A Light Railway Troop Train

ACTIVITIES AT BOISLEUX

Water Supply Train.

Daily.

Leave C-103 at 15:00 hours for C-9 Line.

P. E. Tractor and crew to leave C-103 at 15:00 hours with one water car. Delivers water to various batteries and units on Stayley Bridge Line, Pelican Dump Line and C-2 Line.

Then reports to Yardmaster at Henin for further instructions.

Wancourt Ration Train.

Daily.

Leave C-103 at 15:05 hours for C-9.
Leave C-9 at 16:00 hours for London.

P. E. tractor and crew leave C-103 at 15:05 hours for Stone Siding, C-9-a. Leave C-9-a at 16 hours with rations cars for 34th Division, London. Returns to C-9 with empty cars and unloading party.

Then delivers water and ammunition to various points on C-6 Line and around Marliere.

Swindon Ration Train.

Daily.

Leave C-103 at 15:15 hours for C-9-a.
Leave C-9-a at 16 hours for St. Ledger.

Engine and crew to leave C-103 at 15:15 hours for C-9-a. Leave C-9-a at 16 hours with rations and supplies for 34th Division, C-9 Line, pick up St. Ledger and Vaulx ration cars at C-402. Set out C-9 Line rations at Battery Siding, C-201-a, and work as directed to St. Ledger Jct. Return work extra as directed.

Greystone Ration Tractor.

Daily.

Leave C-103 at 16 hours for C-9 Line.

P. E. tractor and crew to leave C-103 at 16 hours for C-9 Line. Picks up 34th Division Ration cars at Battery Siding, and delivers to points on Stayley Bridge and Pelican Dump Lines. Returns to C-9 with unloading party and tarpaulins, then works extra as directed.

Henin Ammunition Train.

Daily.

Supersedes Henin Ammunition Tractor
Leave C-103 at 15:05 hours for C-200.

Small tractor and crew to leave C-103 at 15:05 hours for C-200. Picks up Stayley Bridge rations at C-200 and ration car at Canada Siding and delivers to units on Stayley Bridge Line.

Then reports to yardmaster at Henin for further instructions.

ENGINE & CREW SCHEDULE

BOISLEUX-AU-MONT — OCT 20, 1917

ENG. No.	TRAIN	CREW		REPORT	LEAVE	SCHEDULE
		ENGINEER	FIREMAN			
778	ST. LEDGER TROOP	HUME	GOLLNICK	5:15	6:00	ALTERNATE DAYS
398	SOUTHAMPTON SWITCHER	COOLBAUGH	JEPSEN	6:15	7:00	" "
758	51ST RATION	READ	BULLARD	7:15	8:00	" "
516	CRUCIFIX RATION	HARMER	MILLER	8:45	9:30	" "
950	BEAUMETZ SUPPLY	SHARP	McGEE	7:15	8:00	DAILY
895	MERCATEL AMM.	DAVIES	HAYWARD	17:15	18:00	ALTERNATE DAYS
992	BEAUMETZ FLYER	GILDERSLEEVE	ECKERT	18:15	19:00	" "
541	NO. 1 SALVAGE	CODY	PERA	5:15	6:00	DAILY EXCEPT SUNDAY
970	NO. 2 SALVAGE	DAVIS	BRAINERD	6:45	7:30	" " "
778	ST. LEDGER TROOP	McDERMOTT	BAILEY	5:15	6:00	MONDAY
516	CRUCIFIX RATION	"	"	8:45	9:30	TUESDAY
758	51ST RATION	"	"	7:15	8:00	WEDNESDAY
893	SOUTHAMPTON SWITCHER	"	"	6:15	7:00	THURSDAY
895	MERCATEL AMM.	"	"	17:15	18:00	FRIDAY
992	BEAUMETZ FLYER	"	"	18:15	19:00	SATURDAY
TRACTOR 2101	HENIN AMM	MORRIS		16:15	17:00	ALTERNATE DAYS
2101	" "	SHERWOOD		16:15	17:00	" "
BEAUMETZ		SPARE CREWS		MONCHY		
	ENGINEERS	McDONALD	HOUGH			ENGINEERS
305	BROOKS	McGOWAN	SMITH		512	RAWLINGS-In charge
336	DAVIS	BARRETT	LOW		432	PALMER
	FIREMEN	BARTLETT	SUTTON		438	SOWERS
305	PENDLETON	DUFFY	PARSONS			FIREMEN
336	SANBORN	DRAPEAU	ANDERSON		512	McSWAN
		CRAFT	RICKETTS		432	BEEBE
	HORNE-In charge				438	McKAY
	BACON-Relief					

CORRECT C. H. Smith. MASTER MECHANIC

APPROVED R. G. Henderson SUPERINTENDENT

ENGINE CREW BLUE-PRINT AT BOISLEUX

Mercatel Ammunition Train.

Leave C-103 at 18:00 hours for C-9.

Engine and crew to leave C-103 at 18 hours for C-9. Reports to Yardmaster and does switching if necessary. When ammunition is ready to move, leave C-9, and delivers cars to Junction points for tractors to work forward.

Beaumetz Flyer.

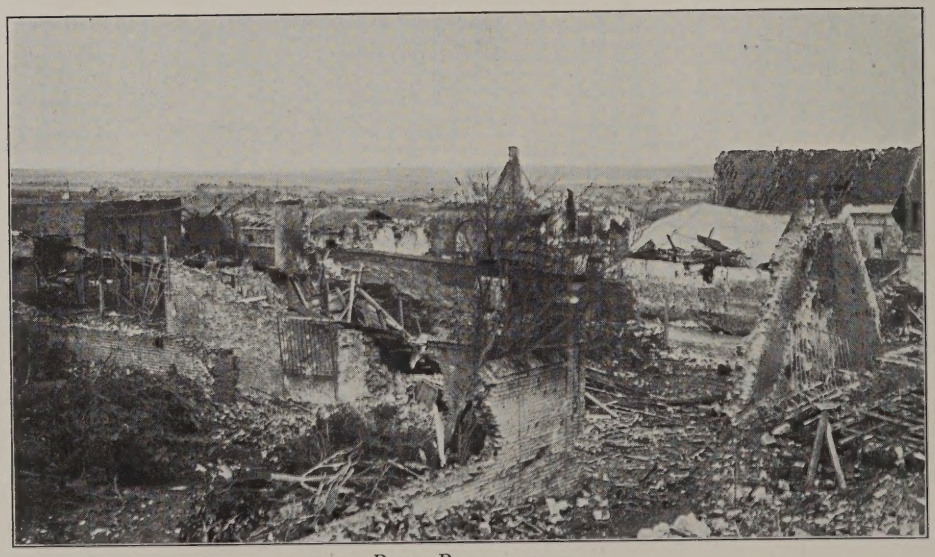
Daily.

Leave C-103 at 19:00 hours for C-1.
Arrive C-1 at 20:30 hours.
Leave C-1 at 21:00 hours for C-103.
Arrive C-103 at 22:45 hours.

Engine and crew to leave Yardmaster's office, C-103, at 19 hours with leave troops for C-1. Leave C-1 at 21:00 hours with leave troops to make broad gauge connection at C-103 at 23:00 hours.

Four companies, "A" "D," "E" and "F" were assigned to the "C" section and for railroad purposes they were pooled. General offices, so to speak, were at Boisleux, together with the engine house, shop, store house and dispatcher's office. Traffic control was by telephone and the rather primitive English system of controlling trains was soon replaced by a straight American dispatching system. Control boxes were scattered along the line, in the forward areas in dugouts, and yardmasters were stationed at vital points such as Beaumetz, Mercatel, Boisleux, Henin, and Boyelles. The maintenance forces were divided between Beaumetz, Boisleux, C-13 and Boiry-Becquerelle. Between struggling with the chalk ballast and repairing breaks in the line caused by shell fire, the section gangs, especially in the forward area, were kept on the jump. There were various gangs organized for special work, perhaps the most important one being the water gang under the direction of Lieutenant Burr, which was so efficient that its services were in demand in other areas for the installation of water supply. The carpenters' gang was kept very busy on hut building in the camp and on bridge and control-box work on the line. In fact the entire conduct of the railroad operations devolved upon the men of the regiment and the only things received from outside were the necessary materials and supplies, and sometimes even repair parts were manufactured in the shop. The railroad

MERCATEL CEMETERY



BOIRY-BECQUERELLE

supply officer, Captain Bradley, had the unenviable task of accounting for all supplies, difficult in peace times, but practically out of the question in war. At one time a serious discrepancy in the petrol account was remedied by the discovery of a large store that had been left behind by a tank corps detachment and which was immediately "scrounged" by the vigilant American "R.E's." Despite the placing of a guard on the coal pile and the rationing of coal for the hut stoves, an ever-growing deficiency in the coal account loomed up as a serious problem, which was finally and completely solved by the March retreat, perhaps the only happy thing that was accomplished in that tragical time.

Except for long hours, short rations and special problems incident to the "soixante," light railway operation resembled single track operation at home. The Americans introduced two new things, the dispatching system and the heavy train load. As high as thirty empty cars in one train were hauled, and on one occasion a train load of seventeen cars of ammunition (about 500 tons dead weight), with two engines ahead and one behind, was hauled over the steep grade from St. Leger Junction to Mercatel, an extraordinary feat considering the gauge and the temporary nature of the track construction.

Derailments were, of course, a daily and sometimes an hourly occurrence, and in addition there were at least two extraordinary accidents. One evening a Baldwin engine standing under fire in Boisleux yard suddenly took it into its head to take a trip and departed up the main line with the throttle wide open. It ran at great speed three miles and finally derailed itself on a side track in Mercatel ammunition dump to the great consternation of the British there, who thought the Boches were coming over. The accident remained a mystery, but the maintenance forces took great pride in the fact that a light engine at a speed of over forty miles per hour on a two ft. gauge ran for three miles without derailing.

On another occasion the Beaumetz Flyer, coming along with a load of leave troops ran into trouble near C-6. At many points along the line ramps had been constructed to permit tanks to cross

Loading Light Railway Cars

Loading Ammunition into Trucks at the Dump

the light railway without tearing up the track. This time a tank was about half way across when the Flyer ran into it. The net result was that the little train stopped dead, the engine crew were knocked out of the cab and stunned and the troops either unloaded or were unloaded instantaneously. The tank felt a slight jar on its side and retreated from the ramp, whereupon the train started up *sans* engineer and ran some distance before derailing itself. This accident is probably unique in railroad annals.

While there were more amusing incidents than can be included

PUISIEUX

in this narrative, there were also a few inevitable tragedies. On September 13, 1917 Private R. W. Harris of Company "E" was killed in a light railway collision caused by a break-in-two. He was buried the following afternoon in the cemetery connected with Casualty Clearing Station No. 2D at Boisleux. The body, covered with an American flag, was carried by six pall bearers, preceded by a firing squad. The sound of taps blowing over the grave of the first of the regiment to die in France was infinitely affecting. On February 11 of the following year occurred the second loss when Sergeant James A. Parker of Company "F," a man of fine character

BUCQUOY

BOYELLES

and popular with all, died very suddenly of pneumonia. He, too, was buried in the cemetery at Boisleux.

There were also some war casualties, though surprisingly few considering the conditions. On February 16 Private J. J. Fay and G. W. Sterling of Company "A" were wounded by shrapnel while walking track near Wancourt. On December 12, 1917 there was an exciting time on Henin Hill when a tractor hauling ammunition received a direct hit by a gas shell. Largess, Williams and Bierne of Company "D," Entwistle of Company "E" and several others were gassed.

It is impossible to give any adequate mention for exceptional service to individuals, considering the fact that nearly two thousand men were members of the regiment at one time or another during its life. However, it is only fair to state that some thirty or forty men, trainmasters, tractor drivers and trainmen, were engaged almost continuously around Heninel, Henin Hill and Cuckoo Dump in the vital work of keeping the batteries supplied with rations, water and ammunition. In this work they had to endure, night after night, long hours of duty, exposure to the elements, shell fire and gas. The success of the whole work in the Boisleux area was in large measure due to their services.

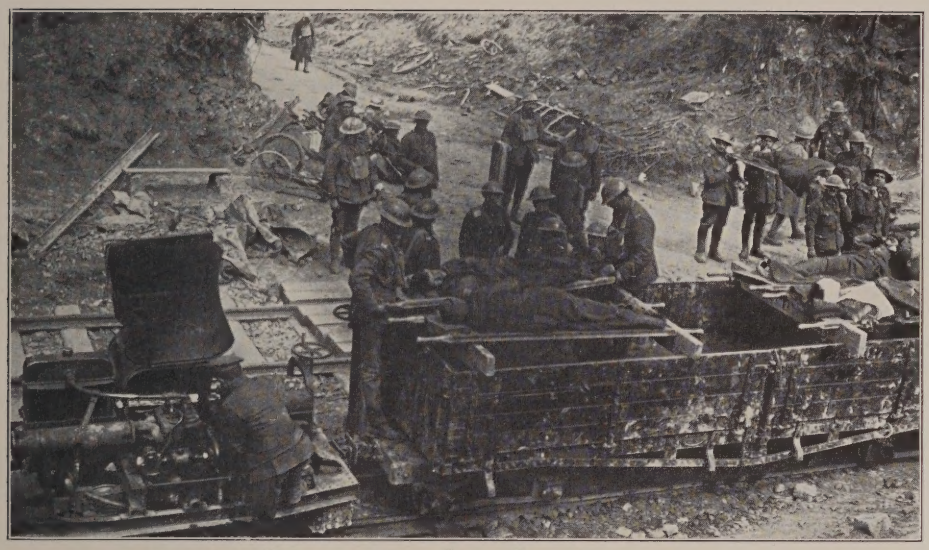
At the main camp, all during the fall of 1917, there was very little excitement. An occasional shell passed over on its way to the tank school at Wailly and the "A" Company camp at Boiry-Becquerelle had some shells break uncomfortably near. Enemy aeroplanes came over frequently in the day but always stayed high up and never bombed at night. But during the battle of Cambrai in November and afterwards, conditions changed for the worse, and bombing near camp was frequent. It was during those days that everybody learned to dislike the moonlight. Before, the camps of all kinds dotting the country around Boisleux had displayed their lights unreservedly at night and the neighborhood looked like a well-lighted city. But immediately after the bombing planes appeared, a stringent order was enforced, requiring that all windows be kept absolutely light-proof after dark. The huts were banked with earth and sand bags to a height of three feet from the floor. For-

tunately no bombs actually landed in the camp although quite a number came uncomfortably close.

Owing to the character of the work, the chance for recreation was not great, but many men availed themselves of the opportunity to see the vaudeville shows, exceedingly good of their kind, organized by the British divisions. Baseball was played whenever possible and a hastily assembled team defeated a team from the Canadians at Doullens. A burlesque game between the married and unmarried officers furnished considerable amusement. The

WHY LIGHT RAILWAYS WERE NECESSARY

chief relaxation, however, was an occasional trip to Arras, Doullens or Amiens. Arras was an interesting place, but had been badly wrecked by constant bombardment and, as it was still shelled at intervals, not many of the civil population had returned. Doullens was not an unattractive place, but it was a small city and a quiet one. Amiens, however, was a real city of considerable size, bustling with activity and far enough back so that one could forget for a time that a war was going on. Some were granted seven days' leave to visit Paris, Nice or other French cities, while a few who had near relatives in Great Britain or Ireland were fortunate enough



HANDLING WOUNDED BY LIGHT RAILWAY

ANTI-AIRCRAFT BATTERY NEAR BOYELLES

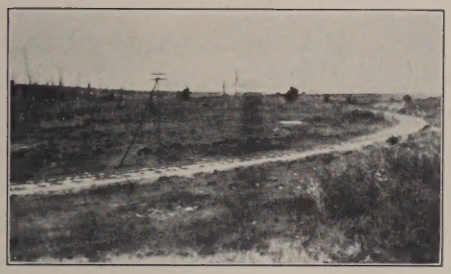
to obtain fourteen days' leave to visit them. But on March 21, all leaves were stopped.

During the latter part of the stay at Boisleux, the regiment was seriously depleted of men by transfer, the strength of the entire command being at one time only 17 officers and 620 men. Eleven officers were transferred to service in the American section and their loss was felt severely. Many of them made fine records in the A.E.F. Colonel Perkins rose to be Director of Light Railways and was awarded the Distinguished Service Medal and the Cross of St. Michael and St. George. Captain Clarke went to G.H.Q., where he served on the General Staff, was rapidly promoted to Colonel, and was decorated with the Distinguished Service Medal and the Legion d'Honneur for his work in connection with medical supplies. Major Brigham served with the American Director of Light Railways and later was in full charge of the great regulating station at Liffol-le-Grand. He was promoted to Lieutenant Colonel and cited. Most of the other officers detached were promoted in connection with their work, either on the broad gauge or at light railway headquarters. On March 19, 1918 vacancies in the higher grades were filled by promotions; and in the reorganization of the same month the authorized number of officers was increased to 54 and the companies were increased to 250 men each.

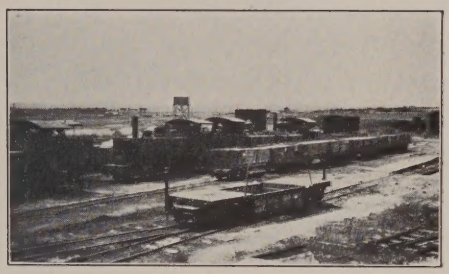
During the seven months at Boisleux, about 300,000 tons of traffic of all kinds were handled. The movement of ammunition which had averaged about 6,000 tons per month during the fall and first part of the winter jumped to 11,262 tons in February and 22,586 tons in March. The dumps and batteries were then being stocked up in anticipation of the German attack. As this section of front line was less than six miles long, it will be seen that the monthly expenditure of ammunition along a "quiet sector" was about 1000 tons per mile per month, and in March it rose to about 125 tons per day per mile of front, as greater activity developed.

By March, 1918, everybody was thoroughly settled at Boisleux. Additional comforts and conveniences had been installed with the passage of time and the daily work was about as much a matter of routine as peacetime railroad operation. The fact that the enemy

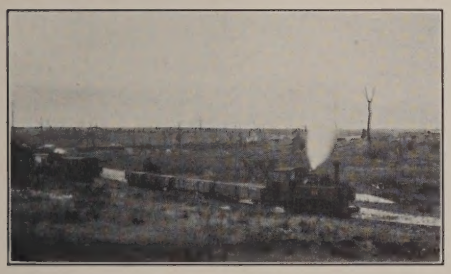
ACTIVITIES AT BOISLEUX



FROM MARLIERE CAVE LOOKING TOWARD C-13

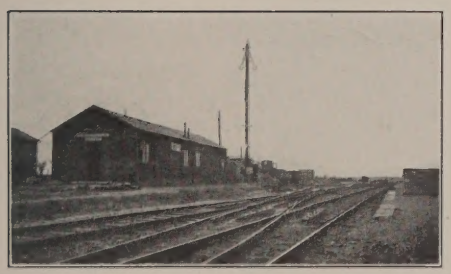


BOISLEUX YARD

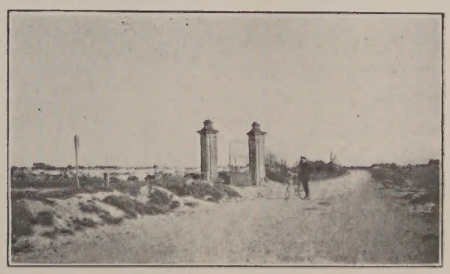


WANCOURT IN 1921

GERMAN DRESSING STATION BETWEEN HENINEL AND WANCOURT



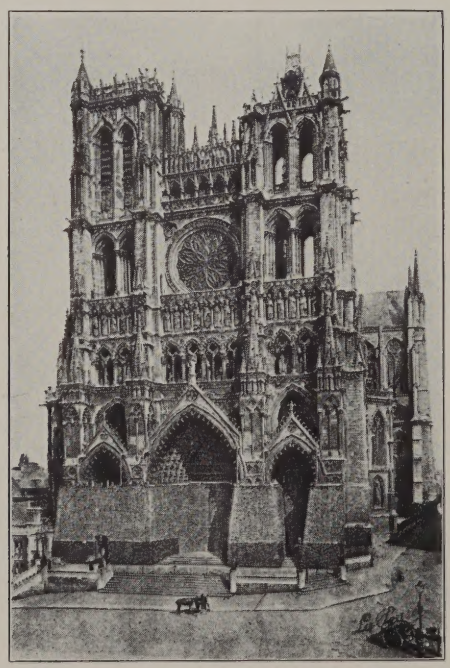
BOISLEUX RAILWAY STATION



ALL THAT WAS LEFT OF THE CHATEAU AT BOISLEUX

was concentrating on this front was evident, as secondary defence trenches and wire were being put in every day for miles back, but, except for aeroplane bombing and increased shell fire, conditions seemed pretty normal. Still, in view of the fact that there was authentic information of a great German offensive, it was decided to transfer all the regimental stores to Beaumetz. Detailed plans and orders were given for the evacuation of the camp and light railway equipment and supplies. Everyone was ordered to wear his gas mask daily for one hour, regardless of his occupation. All men going up to the front were required to carry their entire equipment, war rations and blankets, and, in fact, preparations were complete to meet whatever contingencies might arise.

While everything was involved in uncertainty Colonel Wooten was ordered to Chaumont on March 13 to serve on a board for the examination of candidates for commissions in the Corps of Engineers. On his departure Lieutenant Colonel Guppy came up from Pozieres to assume command



Amiens Cathedral in War Dress

CHAPTER VIII

FROM LETTERS AND DIARIES

WE shall leave the Fourteenth on the momentous eve of the great German drive and go back for a while to see what all this work meant to the individuals who took part in it.

The following quotations from letters and diaries may give some idea of the effect of the environment on the ideas of some of the members of the regiment:

Oct. 14, 1917

"There are gangs of Hindus working near—extraordinary looking bunch, too! They wear turbans and have big holes in their ears. One of our men locked a Yale lock in one of these holes! Fact! And it tickled the man to death, he grinned from ear to ear—but some day I bet he'll want a key badly! They are lazy beyond belief, these critters, and sing in a funny grunting way while they work. Three quarters of the gang do the singing, while the rest work—singers are exempt, you know.

"This war is a tremendous industry—each link important. England has countless locomotives here, bully roads, steam rollers, repair shops, in fact everything imaginable, but, it is all a business, a dreadful business. It is like a hideous unbelievable nightmare. You go for miles and miles through ruined villages without a roof or wall left standing; through acres of ground with pitiful little rude white crosses, with their brief 'R.I.P.' or 'Hier ruht in Gott.' You pass hundreds of mules and horses, and don't notice them. Here you see forty odd covered trucks all crudely painted with trees, etc., so they'll look like the landscape, seen from the aeroplane above, and you'll see the aeroplanes themselves, flying in diamond shaped wedges, and scarcely glance at them—so common are they. You notice a tiny grey dot way up high in the air, small white clouds puff-puffing about it, and though you know what that means and what is going on up there, in a moment you'll forget about it, because it's so common a sight. Here there'll be a tangled maze of barbed wire stretching as far as the eye can carry. You'll see unwieldy 'tanks' lumbering along over mounds as high as your piazza-roof, and again you'll find them upturned and abandoned, with gaping shell holes through them. And troops you'll see, thousands and thousands of them, and you'll salute the officers at the head and—immediately forget them, because—they're so common, and—well, I could go on this way forever. It's the same thing over and over—this side of war. Grey, monotonous, depressing. It makes a man long for green hills, for buildings that are whole, for everything that's good and pure and wholesome, and as God intended it should be, but—most of all, does it make one long to be again with those he loves."

Somewhere in France, December, 1917

"Here we are, all crowded into a bow-roofed hut. It grows dark early; we use trench candles. A salvaged stove gives a bit of comfort, and we sit around it and talk 'til topics of conversation and excuses for grumbling are exhausted. Then seven men realize that amusement is as necessary as rations. Poker is answer until all the money is in the pocket of one man. Personally, I have paid enough to learn this game so that my money ought to be safe. Nothing takes the interest from poker like shortage of funds. Gradually, however, our seven men find other means of entertainment. On returning from a day's leave to town, someone brings back chess, checkers, and odd sundry books. A few pictures relieve the bareness of the walls; a book-shelf, a table, a couple of biscuit box chairs and in six months the hut has been converted into a home. With nothing to start with, it takes but little to create an atmosphere almost of comfort. Then some day comes a stray shell and seven men have their work to do over again."

September 10, 1917

"Either several mail ships have been sunk or our mail is accumulated somewhere. Last Friday—and myself went to a city well behind the lines, about three hours' ride from here. It is a city of 100,000 and has not been damaged by the enemy. I had never been there before and enjoyed it very much. It is a picturesque old city and the streets were thronged with officers and soldiers of all the allied nations. I didn't see a Frenchman under forty not in uniform. The women for the most part were in mourning. We ate at three different hotels during the day and found the food good, but served in very small portions and the prices very high. We went through the Cathedral, one of the most beautiful in France. The choir and the carvings were all protected against bombs by barricades of sandbags. On our way down on the railroad we passed through a famous battlefield of a year ago. Fairly large villages now are completely in ruins, like Chelsea after the great fire. The only walls left standing were completely peppered with machine-gun fire. What had once been large forests are now merely a collection of stumps and dead shafts and trees pitted like smallpox with machine-gun fire. It was a scene of desolation worse even than that which surrounds us where we are now, but it was a very interesting trip and well worth while. I don't know whether I told you in any of my previous letters of the return of some of the former French residents of the town near this camp. About a week or so ago a party of French men, women and children came back here, accompanied by some French officers, to look for their valuables. They went to the ruins of their former dwellings and after a brief survey began to dig in the debris of their cellars. Some found their buried treasures and some did not. I stayed with an old fellow who dug and dug and finally with face wreathed in smiles unearthed an old oak strong box. Opening it he took out two silver candlesticks, some miscellaneous jewelry, and sacks of gold and silver coins, which he spread out on the ground. There must have been a small fortune there. I saw some of the silver coin which he showed me, and they were pieces now out of coinage. Some of them were over 200 years old. His ancestors, like many other French 'paysans',

must have distrusted savings banks, for there was surely the hoardings of a good many generations there in that old strong box. The old boy wasn't worrying much about the loss of his home then, but seemed as happy as a two-year-old kid to find his money again.

"That part of our outfit that is running the narrow gauge is having a lot of trouble, but they are getting the hang of it better now. The little railroad has all the eccentricities of a regular railroad and then some, and they are having an active time of it. While I am not learning much about railroading just now, I would not have missed the experience for a whole lot."

December 12

"The War is on. No longer do we hold the quiet front. On December 8, the change was made known to us in a manner that could not be mistaken. From the numbers of bombs dropped all around us there was no mistaking the fact that Boche meant to start something. The trouble seemed to be only at dusk for the first few nights, leaving us to enjoy our enormous Christmas mails that came pouring in each day. On the 10th, however, cannonading started in earnest and for two days there has been little let-up. Our balloons seemed to be a source of irritation. Twice on the 11th the balloon at Boiry Becquerelle was attacked and the occupant forced to come down in a parachute. This morning I started out before daybreak with a tractor to salvage some reinforcement rods from the old Boche pile near King's battery at Wancourt. A terrific barrage was in full swing when we left C-103 and it was not until we got to Henin that we learned that it was a Boche barrage. The rumpus seemed to be on the ridge south of Wancourt, so we kept on our way. When we got to Heninel it was quite light and there was not the usual mist. At first I was afraid to proceed further with the train as a lot of Boche planes were flying about and being shot at right over our heads. Leaving the tractor behind the camouflage screens at Heninel, I proceeded on foot to Wancourt leaving a man every few hundred yards to relay signals. Nobody at King's battery seemed to care a damn whether we brought our train down or not, so we brought it. After two hours' work we retired. Before we got back home Boche started shelling like mad and kept it up all day. Now the report comes in that three of our men were gassed at Pelican Dump and that the track is shot up for 100 feet at Heninel, a tractor received a direct hit and its driver struck on his tin hat with shrapnel. I am going to bed, something tells me that I shall need all the sleep that I can get before long."

March 7

"At last something is going to happen. So often have we been fooled by the cries of wolf that none of my friends or I permit ourselves to become perturbed. Nevertheless, it has been very apparent to us for three weeks that the British were getting increasingly 'windy'. Row upon row of wire entanglement, lines of new trenches, reserve positions for batteries have been built well to our rear. Our road has been extended by what is called the back lateral, Euston Dump to Beaumetz. New rail heads and dumps for R.E. stores, ammunition and rations have been laid out on this lateral. Thousands and thousands of tons of ammunition have been sent to the batteries and thousands of tons of what ammunition

yet remained at the advance dumps have been sent back to the rear dumps. On our front of 9,000 yards, we have 173 pieces of artillery ranging from 15" Hows. to 18 pdrs. To be exact 64 guns 5" and over and 109 18 pdrs. and 4.5. This is equivalent to a gun every 52 yards. In addition there are 32-6" and 9.5 trench mortars and 12 anti-aircraft guns. When they all go at once they make a respectable racket. Within the past five days several batteries of large caliber guns have moved back 4,000 yards from where they have been this winter! Why? If it were not for the wiring and the withdrawal of the guns, I would bet that the British and not the Germans were going to try an advance. Yesterday Corps intelligence advised that one prisoner stated the blow would come on the 8th

A Group from Company "E"

STANDING AT EXTREME RIGHT RAYMOND W. HARRIS, KILLED IN ACCIDENT SEPTEMBER 13, 1917

and another that it would start the 10th. One prisoner said that the brother of a corporal in his company had been sent to the tanks after being crippled. These stories all seem far-fetched to me but Corps intelligence says that the blow will come very soon."

March 12

"Trouble today ran true to form. Three engines went bad and two P.E. tractors. Crown sheet burned, armatures burned—such simple things to remedy on the eve of battle! The shipping of stores to Beaumetz was continued simultaneously with the unloading of gun carriers for 6" Hows. so that these guns might be run up on our cars and hauled away. The day was balmy and spring-like. It was impossible to believe that a great battle was being comtemplated by the enemy, so entirely silent were his guns. Not one of his planes came over. Surely he will not attack without making a preliminary survey of our most recent

dispositions. Night came on clear but dark, no moon. At 12 o'clock sharp all the big guns in this army let go. It was a barrage of guns bigger than 6″. Busting up Boche formations at assembling points. The sky was alive as with heat lightning. It petered out after one-half hour. I made my rounds as Officer of the Day. A large part of the camp were on the lookout thinking that the great attack had started. From 12.45 to 1.15 A.M., silence reigned. At 1.30, the big guns opened again with fury and ceased at 1.50. It is now 2.10 A.M. Since I started this journal of the day—at 2 A.M. the big guns opened up again and are still at it. The shocks are terrific. In the case of the more distant guns the shock is felt through the ground before being heard. Boche is still silent. Air planes have been singing overhead in the darkness. No small guns are working. Their hour will come before long, I suppose, as I understand that we are going to send a pretty strong force over the top before daylight."

December 15, 1917

"You see, war, as far as we are concerned now, with things running pretty regularly, consists of about 99 per cent horrible boredom to 1 per cent of mad excitement. When the 1 per cent of excitement starts in, you feel a certain relief, but before it is over you greatly desire to be bored again. There isn't much to write about."

"Still here," April 2, 1918

"Here I am sitting beside a stove in a tent. — is reading aloud snatches from Keats to my distraction as it has nothing to do with the war nor this letter. A battery of six-inch guns about 300 yards away is banging away (that's the stuff to give 'em). There's a cheerful sound of clattering mess kits signifying soopie-oopie. Otherwise everything is normal. (Several hours later) I have had my frugal supper of bully beef and bread with some sweet chocolate for dessert. Now the guns are hammering away in drum fire and the battle is on again. The sky is all alight with flashes and in one place a glow of a Boche dump going up. It is rather a terrifying sight, but the old Boche is certainly getting it. My little news that I can write amounts to nothing in face of the greatest battle in the world. I am only too glad to be in it even in the humble capacity of serving behind the line."

STANWOOD E. HILL, COMPANY "A"
DIED JULY 4, 1918

France, May 12, 1918

"This is Mother's Day and to comply with General Pershing's order and as you are due a letter, 'I take my pen in hand.'

"We have been having lovely weather lately. It does not get really dark until 10 P.M. and dawn begins to show up at 4.30 A.M., so that the day is long. Of late, our chief interest in life has been baseball. We play with Canadians (there is a Canadian division on the line near us) and international competition begets intensive excitement. At one of the games there were about five generals, including the corps commander, not to speak of several thousand soldiers and a few French civilians, attracted by the racket. All this three miles behind the front line! The great thing about baseball is that players and spectators completely forget that there is a war on, and plunge heart and soul into the game. Even the English are beginning to get interested, although they wonder at the great part that the spectators take in the contest.

"Tonight, several of us dined in a little house in a town just back of us. This town is regularly shelled and the young woman on being asked how many shells Fritz had put in today said, 'Only four' in the most blasé way. The family is the old grandmère, the married daughter (now a war widow) and a charming little girl of seven years. They have, of course, acquired that fatalism that is the religion and the philosophy of the front and which is best embodied in the saying, 'If a shell has your name written on it, it will hit you.' As an example of morale, I wish every American could see this household. The house next to them is damaged by shell fire, the house next to that demolished, very few civilians are left in the town. But their house is scrupulously clean, the courtyard is clean and in back is a charming and trim little garden with a peach tree in bloom, peonies bursting out, bleeding hearts flowering, currants ripening and potatoes growing. I take off my hat to these French women in the forward areas. No wonder Frenchmen can fight!

"Everything goes well with us; it is very quiet and we wait for a new storm to break with perfect confidence that we will win in the end. The freshness and eagerness of the Americans is more than going to balance their lack of experience."

In October, 1917, a detachment of officers and men was sent to Flanders to observe light railway operations during a battle. At the time the Paschendaele "show" was going on and the detachment saw a great many memorable things and gained valuable experience. Some extracts from their letters are quoted below:

"Today we have been motoring around looking at military transportation while 'a bit of a show' was in progress. The scene on one of the big highways is something that one would never forget. Strings of ambulances rushing back to the dressing stations with the wounded, wounded walking back with arms or heads tied up, covered with blood, men that have been relieved coming back from the trenches covered with mud and dirt. In the other direction relief batallions going up, mile after mile of them, new batteries of field artillery going up into the line, big trains of supplies and pack mules, high-powered cars of officers darting in and out of the procession.

"The main roads were packed with more traffic than one sees on Fifth Avenue in the rush hours. Traffic policemen are stationed at all corners, and the whole thing moves along at a fast rate, but in an orderly, businesslike way without the slightest disorder or confusion. It is a most wonderful sight, and all the time a terrific battle was going on.

"We met various detachments of German prisoners being brought back from the front. Some of them were big, husky, able looking fellows, and others were mere boys. All were of a pale, pasty complexion as if they had been in dug-outs for a long while, and had seen little sunlight and fresh air. We also saw several German officers riding back on ponies and they were a rather dejected looking lot.

"We were standing in a railway yard looking at the layout, when all at once there was a slow whistling noise, and a German shell lazily flapped down from the air and burst a few hundred yards from us. Everyone looked up for a minute, and then went right on working as if it were nothing unusual and were all in a day's work.

"The day's motor trip down here was most interesting. Many miles of it was through areas of complete destruction where only a pile of brick dust was left to mark the spot where a town had been."

October 6, 1917

"The good spell of weather has ceased for the present, and yesterday and today we have had rain and mud and it has been very cold. Yesterday we went up to the furthermost construction of the light railway and still further. As the enemy is pushed back the light railway is pushed forward, and yesterday we followed up the push. As we got up there, the field guns were moving forward and the siege guns were coming up from behind to take their places. We went way up ahead of the siege guns and they were barking away over our heads, and the field guns were shooting all around us. The Boche was returning some of the fire and dropped a few shells fairly near us, but he was not returning one twentieth of what he was getting.

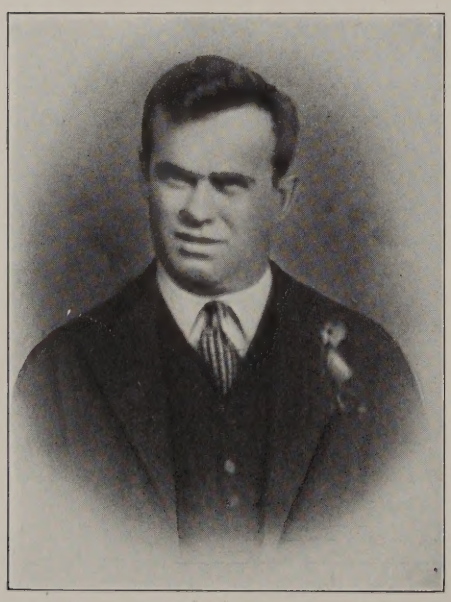
"It was a scene of intense activity as the guns and supplies were being brought forward to support the advance. Everything was destruction and slippery mud. Remnants of the Germans were on all sides, and the smell was not particularly pleasant.

"The walking wounded were on their way back to the dressing stations and the ambulances were taking back the more severely wounded. Proceedings were going along quickly but in a very matter of fact, orderly way, as if it were a matter of every day business.

"We floundered about in the mud for a while until the shells began to drop very close to us and the rain began to fall more lively, and we then took refuge in an old German dugout. We found it occupied by some Field Artillery officers whose battery was close by. When they realized that the Major with whom we were did not expect to oust them from their quarters, they received us very cordially. You don't realize what a much-coveted possession a miserable old German dugout is in a country like that. While we were there all kinds of officers stuck their heads in the door and argued with the occupants that the dugout

ARTHUR M. FLETCHER, SGT.-MAJOR, 1st BTN.
KILLED IN ACCIDENT, NOVEMBER 12, 1918

EVERETT N. MCKENNEY, COMPANY "A"
DIED MAY 6, 1918



JAMES A. HOLDEN, COMPANY "E"
DIED NOVEMBER 5, 1918

JOHN E. KERR, COMPANY "A"
KILLED IN ACTION, SEPTEMBER 16, 1918

belonged to them, that they had seen it first, that the Corps Commander had assigned it to them, and all sorts of things. One of the occupants said in this case 'Might is right' and they retained possession of it despite all the attempts to oust them. In that scene of destruction, mud and slime, a little, lousy, dirty, abandoned dugout was of more value than the Royal suite at the Ritz.

"We finally came out and waded through the mud several miles back to the spot where we had left our car.

"A curious sight is to see German officers and men wending their way across that country back to the prisoners' cage. They have evidently been captured by someone, who did not have time to bother with them, and they are sent off unaccompanied to find their way back to the prisoners' cages as best they can. They wander, along, no one paying any special attention to them, but merely glancing up to look at them as they go by, sometimes a Tommy would give them a cigarette or two and direct them as to where they would find the prisoners' cage.

"As I am writing this way back here in headquarters, a big naval gun shell (German) has just gone whistling overhead and burst beyond. It is a most weird sensation to be way back here and to hear a shell come whistling overhead from nowhere and explode. I have just got up and put on my steel hat. There is a very unpleasant moment from the time one hears the whistle until the explosion comes, and one finally decides that the shell doesn't mean to drop right on your head.

"Another peculiar sight is to be in a fairly peaceful country where farmers are working in the fields, and to see a big British high velocity naval gun firing away into the air at apparently nothing at all, amid peaceful rural surroundings."

Somewhere in Belgium, October 11, 1917

"This is certainly a fine country. It has been literally churned by shells and bombs so that it becomes a sea of mud on the provocation of a little drizzle. The weather has turned; it is very cold and rainy. I live in a little dugout, the floor of which is slightly below surface water, which is a bit disagreeable.

"There is the most incredible concentration of guns here. I do not see how the Boche stands it—in fact he doesn't, for I have seen several hundred Boche prisoners, beaten looking men, except some officers, who are the same haughty beasts. Everyone seems to stare curiously at them as they file past.

"Day before yesterday, I saw a little trench warfare from a short distance behind the lines. It was certainly a horrible sight; gas clouds, smoke clouds, burning oil and enormous shells that made whole trees leap into the air. The Boche is getting back what he gave at the start and then some."

The quotations given below are from the diary of a sergeant in charge of battery deliveries and give a vivid account of the every-day duties of light railway troops in the forward area:

Sunday, Nov. 25—Rain and hail fell the greater part of day and intermittently during late evening. Called for 3.40 P.M. Heninel battery work. Went to Hin-

denburg Tunnel, Pelican and Cuckoo Dumps with rations for 34th Division. Two dead men at Cuckoo. From 6.45 to 7.00 P.M. "strafe" at Cuckoo.

Monday, Nov. 26—Rain falling quite steadily during A.M. Worked on 3.40 Heninel battery job. Brought back one dead man, killed by sniper's bullet a few minutes after we had left the night previous. Also one wounded from Cuckoo Dump. Rain and sleet fell during the entire evening. Went to Slough and C-9-B with wrecker.

Tuesday, Nov. 27—Rain has been falling hard all day long. Worked on 3.40 P.M. Heninel battery job. As we approached Cuckoo Dump two bullets over our heads. Nothing much transpired outside of a few shells fired near us at A-160 battery.

Monday, Dec. 3—Worked on 3.40 P.M. Heninel battery job. While on way to Cuckoo the English guns kept up a continuous bombardment. At Heninel Church the canteen and cook-house were struck, and battered to pieces by shells about 10 A.M. While delivering ammunition at A-160, B-160 and B-152 batteries, Fritz shelled us, but of the seven shots, three were duds.

Wednesday, Dec. 5—To work at 5.30 A.M. on the work train. Shelled 16 times by shrapnel but no damage done. Two English wounded. Track at C-9-B ammunition dump blown up. Through at 6.00 P.M.

Thursday, Dec. 6—To work on Heninel battery job at 3.40 P.M. We surely had a busy night. Had been ordered to go as far as possible on a track close to the trenches and we certainly did. We went until we fell into a shell hole. After some trouble we finally got back on the track only to get off again on our way back.

Tuesday, Dec. 11—Work at 3.40 P.M. Firing has been going on quite heavy and when we arrived at Heninel with ammunition for batteries B-160, A-160 and C-152 about midnight, Fritz was shelling just ahead of us. Soon he changed his range and began to shell all around us. Gas shells were mixed with his other H.E.'s and we expected to find track blown up but all was O.K. and we arrived back at Henin.

Friday, Dec. 14—Work at 3.40 P.M. Things went bad at the start. We were run into and derailed while getting our cars in order. Finally got to Cuckoo and while unloading Fritz sent over his cards. They struck a few yards away and the tractor was hit by a piece of shell casing. Very dark and rainy.

Saturday, Dec. 15—Work at 3.40 P.M. While delivering ammunition at pill box C-160, Fritz shelled quite close, using a large quantity of gas.

Monday, Dec. 17—Work at 3.40 P.M. Fritz has been hitting the ball nearly all day.

Wednesday, Dec. 19—Work at 3.40 P.M. Made three trips to Cuckoo Dump. The night work on the batteries has proved quite a strain on my eyes but hope that nothing comes of it. Nights are very cold and frosty.

Friday, Dec. 21—Work at 3.40 P.M. Fritz turned machine guns on us at Cuckoo Dump but his range was a trifle high.

Saturday, Dec. 29—Work at 3.40 P.M. While at Cuckoo Dump, machine gun bullets were flying all around us. We headed back to Pelican and arrived there just in time to see a lad shot in the back by a machine gun. On our trip up the

hill with ammunition to 206 and 266 batteries, gas shells landed all around us, forcing the men of 206 battery to leave for their billets further back. Luck favored us and we stuck to it getting back O. K. after delivering the "goods."

Wednesday, Jan. 2—Going to forward C-160 battery, Fritz was shelling very hard but we managed to get by all right. Coming back ran into three sections that had been hit and thrown across the tracks. After quite a job managed to get back O.K.

Friday, Jan. 11—Work at 3.40 P.M. After our Cuckoo trip we went to Mercatel where we picked up 4 cars of 9.2 and 2 cars 6 inch shells. We delivered the 9.2's at No. 2-133 Siege battery, but the men were not very fast in unloading and we finished at 4.00 A.M.

Friday, Jan. 18—Work at 3.40 P.M. Fritz had been sending over 5.9's at us all the way to Cuckoo. At Hindenburg Line one of the ration party was blinded by muck thrown up by one of the shells. As we stopped at Pelican a shell landed near and bent the track. A second one landed in the trench and killed one and wounded four. Had Fritz fired a few minutes later he would have killed quite a few of the ration party. Coming back, Fritz shelled Pelican and detached position of B-178 battery.

Tuesday, March 5—Old Fritz shelled us pretty hard at Pelican but drew up from his range. He apparently knows our delivery time and no doubt will get some of us yet. Ammo is running very heavy and "iron rations" seem to be in style.

Friday, March 8—Work at 4.15 P.M. Came near getting mine at Pelican when a sniper's bullet passed close by my helmet and imbedded itself in the car.

Thursday, March 21—Work at 6.15 P.M. Right off the bat things got hot and old Fritz kept putting up an awful barrage. While at 206 battery, No. 2 gun-pit was hit and camouflage burned up. Had to drop quite a few times coming and going to this battery. Tracks all blown up at Greystone and C-9 loop.

Friday, March 22—Things pretty hot. Track blown out ahead and behind me and tractor riddled by shells. Three of our cars hit and one burned a little. Quite a few dead at Heninel. From 6.00 A.M. to 11.00 A.M. had to stand by and watch old Fritz shell all around. One place as safe as another. Brought 60 wounded to the Junction.

"The events were part of the last night we worked on the "Hill." We had gone only a short distance with a train of ammunition when we found the track blown out. Walking on to learn conditions, not fewer than twenty-five blow-outs were found between Greystone Dump and Hindenburg Line. Here we came across the British trying to get stretcher cars of wounded over this line on their way to the dressing station at St. Ledger Road. Thinking the best thing we could do was help them, we started in. At each break in the road we would first carry the men over and then bring up with the cars. We kept at this for some hours— until the track was repaired—when we delivered some thirty cars of ammunition to the batteries. Here we learned they were being ordered out, making it necessary to again move the train to a point remote from the enemy's hands and fire. About four o'clock we took a train of ammunition to Heninel,

and there we found the batteries so undermanned, due to casualties, that the train crew carried the shells to the guns. This territory was being so heavily shelled that on the return trip the track was again so badly torn up we were until noon getting back."

In the summer of 1921, Major Bradley revisited the area occupied by the Fourteenth during the fall of 1917 and spring of 1918, and the following letter from him vividly describes the old "stamping grounds":

August 1, 1921

"The train from Lille to Arras via Douai left at an early hour. It is only a short trip in peace times, however long it took during the war. Before I could believe it, we drew into the Arras station. Of course, for a few miles there had been signs of destruction and piles of refuse and masses of barbed wire rolled into heaps; but with all there was an almost unbroken sequence of cultivated fields of wheat, beets and vegetables in neat patches.

"Arras railway station was a revelation, as was, in fact, the entire town and the country-side. The great glass train shed was repaired and cleaned and would have done credit to many a New England city—worse served by far! Arras is rebuilt, or rebuilding; even the cathedral is being built. The beautiful old Hotel de Ville, however is still but a heap.

"From Arras I drove straight out the Cambrai road to a point where a light railway (in excellent condition, by the way) crossed the road between Guemappe and Monchy-le-Preux. From the polished condition of the rails there was no question in my mind but that the light railway was in constant use. On all sides were crops or plowed fields, with here and there a small pile of salvage.

"The same peasant that you and I have seen on many a country road came riding by, sitting on his old white horse (sideways, of course, as he always did) and munching his hunk of bread. 'Yes,' he said in a wearied tone, 'life is hard, but what can you expect? Yes, we still find skeletons but not nearly so many as last year!'

"Just then a familiar whistle sounded and, lo, over to the right by Vis-en-Artois I saw a Baldwin engine with five light railway cars puffing along the crest of the hill toward our old lines. I bade the peasant a hasty good-bye and drove along the old road through Guemappe to Wancourt.

"I shall spare you a description of my feelings as I passed these and other old familiar spots where so many of us had first experienced war. There were still the ruins and in part, much of the disorder, but with all a general over-growth of weeds and vines that covered most of the ugliness of the wrecked villages. Don't misunderstand me; there was nothing approaching the beauty of venerable old ruins. No, nothing like that. Besides, the peasants have many Nissen huts and brand new brick buildings in various stages of construction, which are distinctly unbeautiful.

"I rushed through Marliere and Wancourt, hoping to intercept, before I got to Heninel, the two light railway trains that were running fast down the old

meter gauge grade. To my intense surprise, the first train suddenly started to turn and, before I realized what was happening, it was puffing along right by the old heaps of cement and the row of charred trees which marked the position of the Old Boche concrete dressing station and of Captain King's battery, towards Wancourt. I returned to Wancourt where the train had stopped. Within twenty minutes a total of seven trains, all loaded with brick, arrived at Wancourt, where they lined up (close by the position of the 8″ guns that used to shoot over Marliere-cave) while the crews repaired to an improvised estaminet for lunch.

"For fifteen minutes I hunted for the main entrance to Marliere-cave. Other partially choked entrances I did find, from one of which a peasant woman assured me the smell of medicines could be detected in wet weather, but the main entrance with its trenches and its windlass was either gone or enclosed by the houses and huts which, from all appearances, were being set up precisely where houses had stood before the war and quite irrespective of the present conditions of the ground.

"At Wancourt I bid good-bye to the crowd of children who were dancing ring-around-the-rosey in the center of the cross-roads, and soon arrived at Heninel. Perhaps Heninel, like other villages, is being rebuilt along the same lines as it existed before the war, but to me the absence of plan was shocking—no attempt being made to straighten the roads or to provide any other place than the front of the house for the exhibition of the manure pile.

"With the exception of slight traces of *pierre-de-fosse*, there is no sign of our light railways in Heninel, or from there back to Boiry-Becquerelle. It was most upsetting to find a couple of shacks and a new brick building on the very spot where formerly our line entered the village near the church. However, I found a new light railway being built by a large force of men along the north bank of the Cojeul.

"Perhaps the most astonishing of all changes which this country has undergone is the obliteration of the Hindenburg Switch Line of Henin Hill. I followed the line of the old tunnel trench for a mile or more and found a stretch of only about 100 feet where the trench was still in existence. The rest had all been filled in and was covered with crops. In fact, in certain stretches the only trace to be found of the old fortified positions were the tops of the Pillboxes. Apparently some attempt had even been made to remove these Pillboxes! Here and there cultivation had been retarded by the mass of wire entanglements, but on the whole only a very small proportion of the barbed wire fields remain. I tramped across plowed fields and through growing oats from the top of Henin Hill to the neighborhood of Cuckoo Dump to take close-up photographs of three large stacks of straw which now mark that famous health resort. My photograph unfortunately was over-exposed. (Over-exposure never did pay at Cuckoo Dump.) On the hill not far from Henin, several piles of old shells and hand grenades in the midst of large fresh craters showed what the government is still having to do to protect tillers of the soil.

"From Heninel I took the car back to Arras-Bapaume road near C-402, thence via Boisleux-St.Marc to Boisleux-au-Mont. The entire valley of the

Cojeul was under cultivation—there was no break in the waving wheat to show where once had been our Wye and the branch line running off to Boyelles.

"Boisleux showed evidence of more reconstruction than some of the other villages. Of course, it is well placed on the broad gauge railroad and at present has the advantage of a very fine new brick passenger station and a new cement freight station. As my time was short, I hastened to our main camp near the old rail head. The tracks of the old rail head were still in place though almost hidden by weeds. With the exception of the famous "Post Road" not a vestige is left of our camp, the entire site being as smooth as the back of your hand, and completely covered with wheat. Our light railway yard, however, is not only still in existence, but still in use."

CHAPTER IX

THE MARCH DRIVE

THE work of the regiment in 1917 had been conducted back of what was known as a "quiet front," amid a state of stabilized warfare following the battle of Arras. This battle had prevented the Germans from establishing themselves comfortably on their new and chosen lines of defence, to which they had withdrawn after the "great push" on the Somme. Coincidentally, the French offensive in Champagne had failed dismally, thereby greatly hindering the further advance of the British at that time. Later in the summer and fall of 1917, the succession of British drives in Flanders had become "bogged," actually as well as figuratively, after an advance of but a few miles an advance which was largely inconsequential except for the tremendous drain on the lives, material and morale of both sides in the seas of mud. The brilliant surprise attack by the British before Cambrai had been followed by an equally brilliant counter-attack which neutralized the gains and left the two disheartened armies in the trenches for the winter. In the Cambrai drive the Fourteenth had participated by carrying a large amount of ammunition, and the Bapaume detachment had been nearly surrounded in the enemy counter-attack.

Though local conditions seemed much the same, and equally hopeless to all concerned, as during the previous winter, events of extraordinary importance had happened elsewhere in the world which would sooner or later have a decisive effect on the Western battlefields. To the allies, the steady progress of General Allenby against the Turk was among the few actual accomplishments of allied arms on land which foretold possible ultimate success, and, above all, the host of American troops promised for the future (but of which only the Fourteenth Engineers and a few other regiments were actually engaged at the front when winter began) was an encouraging portent. To the Germans, on the other hand, the complete collapse of Russia brought about not only the virtual

slavery of these people to their rear and the immediate availability of huge plunder and forage, but the release of the great German and Austrian armies, which for years had stretched from the Baltic to the Southern frontiers of Russia, that they might thicken the formidable array already marshalled across France. The vastness of the movement of the troops and supplies across Germany could not be kept from the French and British, whose Bureaus of Intelligence as early as January announced the increasing concentration of troops in the training areas to the rear of the German Line.

In the face of such a menace, the British divisions were weaker than ever, one battalion having been taken out of each brigade, making a division consist of nine ordinary units and one pioneer. Of the six divisions which had been lent to Italy, three were recalled in spite of the menace to that country from the increasing host of Austrians, but, on the other hand, the British lines, as late as February 15, were for the second time extended to the south on the urgent request of the French who desired to strengthen their own lines in Champagne.

The precautionary measures against the coming attack were in great part admirably conceived and executed in the Third Army area. To none is this fact more clear than to the Fourteenth Engineers who, day after day, in addition to the stress of work in the forward areas, aided in the construction of a "back-lateral" light railway line to serve new depots and dumps and support positions, and who later (when all forward tracks were swept away) saw that much criticised line not only justified, but play a vital part in the successful and decisive resistance on that part of the British front.

To the south in the Fifth Army and particularly on the right corps of that army such measures were impossible of accomplishment owing to the recent withdrawal of the French troops to Champagne, and to the extension of the British lines. On the day of the German attack the Third Corps, with only three divisions in line and one in reserve, covered the enormous front of 30,000 yards. With such a tenuity of line and lack of man-power the hasty construction of elaborate reserve positions, involving a vast amount of diggng, was physically impossible.

After Him

Got Him!

A GERMAN PLANE SINKING A BRITISH OBSERVATION BALLOON NEAR BOYELLES

At five o'clock in the morning of March 21, 1918 the simultaneous explosion of every German gun on the front nearly knocked every inhabitant of the camp at Boisleux out of his blankets. The March drive was undoubtedly on. Soon shells began to whistle over camp, breaking near the railhead and near the Third Division headquarters across the way, but it is a notable fact that not a single shell landed within the confines of the camp while it was occupied. The shelling was incessant day and night and the lack

A Gun on the Broad Gauge near Arras

of adequate information added to the tenseness of the situation. During the day of the twenty-first, the customary light railway service was performed, but traffic was confined to ammunition and the bringing back of wounded. Ambulance trains were run regularly between Croisilles and St. Leger Junction and between Wancourt and Henin to Beaumetz. The night brought no rest. The track men were kept constantly busy repairing breaks in the line caused by shell fire, over forty breaks being repaired in that one night. As late as 2 A.M., the twenty-second, trains were being operated to Marliere and a maintenance gang under Lieutenant Collamer made a heroic effort to keep the line in shape on Henin

Hill for transporting water to the weary troops, but as soon as one break was repaired another came and the intensity of the shell fire was so great that it was impossible to keep the line open.

As the furious German drive gained ground, different parts of the light railway system had to be abandoned. First, it was the line between Croisilles and Boyelles which became untenable when the Germans got into Ecoust and Vaux; then it was the loop around Wancourt. In accordance with the prearranged plan, the advanced

9.2" Howitzer Battery on Henin Hill

control boxes were evacuated and the control men brought in their supplies, records and telephones. March 22 was a day of even greater excitement and strain. The noise of the battle had grown, because the enemy were nearer and the English artillery had been forced back until they were all around the camp. The "A" Company camp at Boiry Becquerelle was evacuated about noon and the company reached Boisleux without a single casualty. All the dead light railway power was sent to Beaumetz. The Boisleux canteen began to burn with a fierce high flame and supplies at the broad gauge railhead were on fire. In the early afternoon, machine gun bullets began to whistle around and soon the news came that the

enemy were on Henin Hill. This, together with the fact that only a small part of the line in advance of Mercatel was still usable, rendered it advisable to evacuate the Boisleux camp. During all this time, the light railway had been functioning to its maximum capacity, hauling up ammunition, carrying wounded and evacuating small forward dumps. The men of the Fourteenth worked right up in the thick of the shell-fire; in many cases British troops were killed and wounded right beside them, yet, with really mira-

BEAUMETZ

WYE AT WAILLY

culous good fortune, there were no casualties among them, the only misfortune being that at Beaumetz and Wailly, several miles behind the line, Sergeant first Class A. H. McCertney, Company "D," Sergeant first Class G. G. MacMillan, Privates J. B. Christian, J. H. Cochrane, Company "F," and Private J. F. Sullivan, Company "E," were wounded by long range shell-fire.

The work of the men running the trains is beyond all praise, as, under these terrific conditions, they were on duty as high as seventy or eighty hours continuously in a great many cases.

When it grew dark on the evening of March 22, the Boisleux Camp was abandoned. The impedimenta were loaded on light railway trains, regimental headquarters and the supply detachment moved to Beaumetz, and about 9.30 P.M. the companies in charge of Captain Bradley marched in good order and high spirits to Wailly, where they passed as comfortable a night as possible on the bare ground. Major Henderson, Captain Smith and about a hundred men remained at Boisleux with a few tractors to continue operations, if possible, but, later in the night, a fresh German

9.2's at Neuville Vitasse

"Tommies" Resting Near Neuville Vitasse

advance to the left threatened to cut them off by making Mercatel untenable. Accordingly, in the midst of some bad bombing, this detachment moved by light railway back to Wailly. All these withdrawals were made in an orderly manner, everything of value being saved and what was left behind was merely the junk that always accumulates when a regiment has lived for seven months in one camp. For two days it was practicable, although very dangerous to operate into Boisleux and several trips were made for the purpose

Support Troops on the Arras-Doullens Road, March 22, 1918

of salvaging coal and huts. On the last trip the artillery of the Grenadier Guards was found in possession, with their guns set behind the screen of the former garage.

The morning of the twenty-third at Wailly showed that the new camp was in plain sight of the German observation balloons and that the Coldstream Guards were "standing to" in trenches across the road. The village, only two hundred yards away, was being shelled continuously, and the detachment at Beaumetz was having an unhappy time with long range shelling from 16″ naval guns. Despite these conditions and despite the lack of facilities,

District Control G-6

00.01 hrs Mch 23 to 24 hrs Mch 23-1918

Westward

Oper		
W.G. Byrnes	0001 to 6 hrs	
P.J. Murphy	600 to 14 hrs	
L.G. Holder	14 –	22 hrs
R.L. Wimans	2200 to 2400	

Weather		
Clear	0001 to 6 hrs	
Clear	6 00 To 14 hrs	
Clear	14 –	22 hrs
Clear	22 –	24

Engr and Condr

Train No.

Loco.

Reported Loads

Empties

C9

C8

C6

C1205 Sand Pit

C1207 Monchy Essart Petternoy/Tam Puisieux

C5

C3

C1

Loads In to Eastes Terrn.

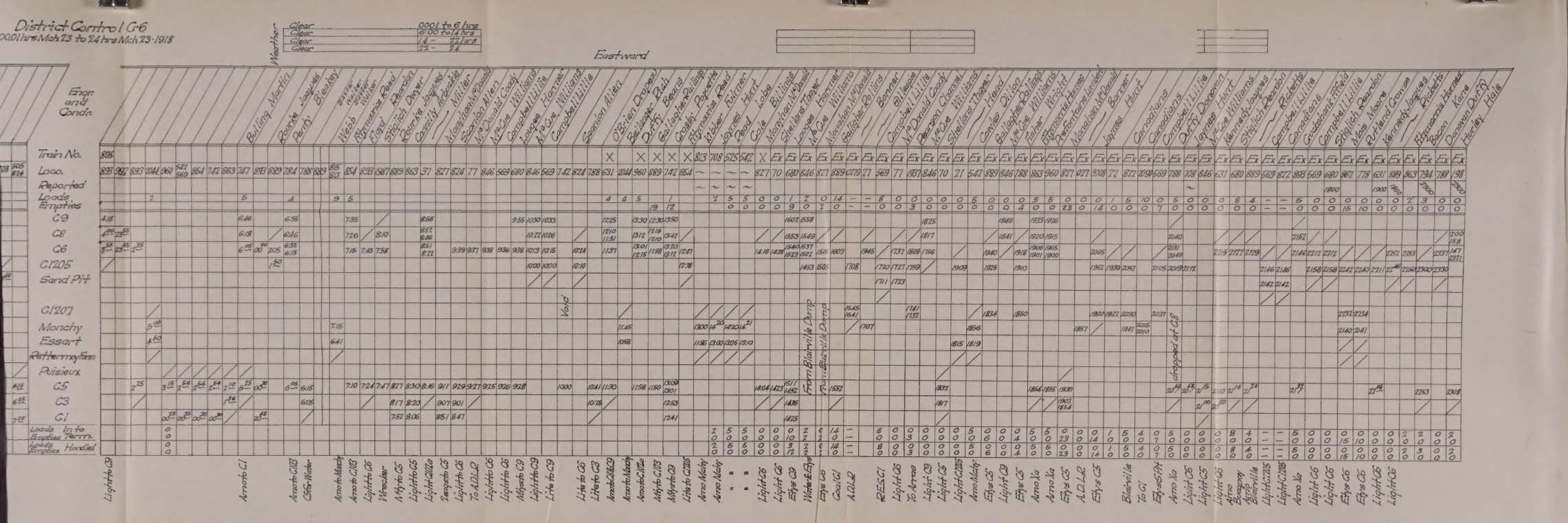
Loads Empties Handled

District Control C-6

0001 hrs Mch 23 to 24 hrs Mch 23-1918

Weather	
Clear	0001 to 6 hrs
Clear	6:00 to 14 hrs
Clear	14 - 22 hrs
Clear	22 - 24

Eastward



| | | |

the light railway work continued without interruption. In the twenty-four hours the following ammunition was moved:

Mercatel to Blairville	14 cars
Mercatel to Monchy	4 cars
Mercatel to Wailly	14 cars
Mercatel to Roadside Copse	23 cars
Dainville to Roadside Copse	12 cars
Dainville to Blairville	33 cars
Dainville to Monchy	12 cars
Blairville to C-8	7 cars
Blairville to Monchy	3 cars
Blairville to Dainville	4 cars
Monchy to Rettemoy Farm	3 cars
Roadside Copse to Blairville	18 cars
C-8 to Boisleux	6 cars
Total	153 cars

District control was established at C-6, and the engines were hostled as well as possible at Wailly and Beaumetz. The chief work was the evacuation of Mercatel dump, the largest ammunition dump in the vicinity. This was carried to a successful conclusion in the midst of very severe shell-fire, an entire British loading party being killed by a shell that exploded in their shelter; but there were no casualties among the Fourteenth.

On March 24 Colonel Wooten, who had asked to be returned to the regiment when he learned at Chaumont of the attack, arrived in camp, greatly relieved to find the regiment intact, as he had been told in Amiens that the Fourteenth was wiped out. But the Fourteenth was very much on the job and as the Thirteenth Canadians had been forced to evacuate Achiet-le-Grand and later Rettemoy Farm, the Americans were the only light railway troops left in the Army area. The splendid letters of commendation, which are given in an appendix to this book, are in recognition of their extraordinary efforts.

The following days were much the same, except that the battle grew even fiercer. Wailly village was more heavily shelled than usual, and at noon on March 26 a German in an English plane dropped five bombs in the next camp, killing some men and horses. The control box at Wailly was pierced by some fragments and Corporal J. A. Blanchfield, Company "E" was wounded. Finally, in the afternoon, it was decided to evacuate Wailly. Companies "A" and "F" proceeded to Fosseux where regimental headquarters

Refugees Passing the Camp at Wailly, March 23, 1918

had been established, and Companies "D" and "E" to Berneville by light railway in clear moonlight, with the air full of German bombing planes.

In the meantime, the first battalion at Pozieres had had an equally dramatic experience. By March 24 the rapid advance of the enemy in the Fifth Army area rendered it necessary to evacuate Bazentin in the afternoon. The Bapaume highway was crowded with wounded, artillery and disorganized troops. The British defeat had been practically complete and the conditions were much more alarming than they were with the Boisleux Camp, where the British Third Division had put up so magnificent a fight. By

the evening of the twenty-fourth it was necessary to leave Pozieres. The movement was made in good order and light railway power and equipment were run to the end of the line and then blown up or burned. The troops spent the night in a grove on the chateau grounds at Aveluy, where the bombing was especially severe and continuous, although, by good fortune, there were no casualties. The following morning they marched to Lealvillers, where camp was pitched near the broad gauge railhead. There followed moves by broad gauge to Candas and thence to Thievres, where they spent nine days feverishly digging reserve trenches. On April 6, First Battalion headquarters and Companies "B" and "C" rejoined the regiment after an absence of seven months and pitched camp at Hauteville, not far from the Second Battalion camp at Berneville.

CHAPTER X

AFTER THE DRIVE

AFTER so many hasty moves it was a great relief to the entire command to be in more permanent camps for a while, even though everybody was crowded into tents. The camps at Hauteville and Berneville were well situated, but the Fosseux camp was rather a mud hole and remained so, as the month of April was abnormally rainy and cold.

The first work of importance was to get the light railway working properly. A portion of Companies "A" and "F" was engaged for some time in ballasting the line from Berneville to Beaumetz, which was the only practicable connection with the old system. These two companies also furnished detachments for a car repair shop which was established in Fosseux Yard, near Wanquentin, under charge of Lieutenant Stude. Eighteen men from Company "A" were assigned to assist the Thirty-first British Light Railway Company operating the Arras system. Companies "B" and "C" under Major Lovett, and later Companies "A" and "F" started work on the construction of a new line from Fosseux to Savy, about ten miles in length and popularly known as the "get-away' line. They constructed three-fourths of the entire line and surfaced the remaining fourth. After this work was completed the battalion was employed in maintaining it as well as the line which had been built by the Canadians from Fosseux Yard to Saulty-l'Arbret. Companies "D" and "E," assisted by a few train service men from other companies, under Major Henderson, continued the operation of what remained of the light railway system. Engine house facilities, of a very temporary nature, were installed at Berneville and a hut for the district control office, was erected at the junction. The operation was more hazardous than before as every town was regularly shelled, but it did not take long to establish nightly deliveries of water and ammunition to the batteries. Owing to battle conditions and poor track, all the work was performed with gasoline tractors, sixteen being assigned. The various camps of the

Fourteenth also availed themselves of the light railway for "scrounging" expeditions, Beaumetz and the abandoned R.E. dump at Arras offering fertile if somewhat dangerous fields.

During the March drive a well-digging machine, which the British had operated at Rettemoy Farm, had to be abandoned, and in the middle of April the A.D.L.R. requested the Fourteenth to salvage it. A preliminary reconnaissance was made, which is graphically described by a corporal who took part in the expedition, as follows:

"Made a night trip with Lieutenant Burr to Rettemoy Farms to locate some well-drilling machinery which had been abandoned by the Canadians when they left. We went by tractor as far as the outskirts of Essarts. Here we found many breaks in the track and leaving the tractor we went around to the rear of Essarts which was being shelled too heavily for comfort. It was a very dark night and after being halted by numerous outposts we met a ration party and followed them as far as they went. We finally reached the light railway line again and proceeded to Rettemoy Farm. We arrived there O.K. and found that Fritz had set up a machine gun in the grove of trees near where the machinery was located. By the light of the flares we examined the machinery and found it somewhat damaged by machine-gun bullets but not entirely spoiled. About that time Fritz started to shell the vicinity and we started back, but found the shells bursting right ahead of us. We also met some frightened British soldiers who were trying to go somewhere. We hastily gave them directions and then sought some shelter and a little later were able to get back to Essarts where it was then quiet. So we passed through Essarts and got a fair idea of the amount of work to put the track in shape. Some days later the equipment was removed to safety by a number of our men who worked under cover of a dense fog."

On the night of April 15 Lieutenant Dowd and the following detail:

Rufus M. Paine	Private, First Class	Company "D"
Guy C. Craft	Corporal	Company "D"
James A. Shields	Private, First Class	Company "D"
Raymond G. Ricketts	Private First Class	Company "D"
Russell F. Gaw	Private	Company "D"
Thomas F. Cody	Corporal	Company "D"
John J. O'Neil	Private, First Class	Company "D"
Francis E. Brown	Corporal	Company "D"
James L. Wright	Corporal	Company "D"
George S. MacSwan	Corporal	Company "D"
Harold B. Knapp	Corporal	Company "D"
Fred G. Currie	Corporal	Company "F"

with perhaps a few others whose names it has been found impossible to obtain, proceeded to Rettemoy Farm after dark. On their way they were caught in a barrage which they passed through by crawling from shell hole to shell hole in the field in which they found themselves. Their objective was under direct observation from the enemy lines and the well digger was buried in the mud. It required five hours of almost superhuman exertion under constant heavy shell fire, to drag the machine to a position on the light railway where it could be handled. While withdrawing, the party was caught in another barrage and was obliged to lie in shell holes in an open field for four hours before they could continue their return. For this exploit the entire detail were recommended for certificates for exceptionally meritorious service. The well digger was successfully evacuated April 18.

On April 21 Company "F" moved from Fosseux to Saulty-l'Arbret, where they took over the operation and partial maintenance of the new line which had been built from that point down to Monchy-au-Bois. Four days later they were joined by regimental headquarters and Company "A", which company was employed on the construction of another line from Saulty-l'Arbret to Basseux.

The weather during April was abominable. It was not partic-

ularly cold but there were only three days of the month when it did not rain. There was, however, just one redeeming feature about the weather. The nights were so cloudy and misty that aeroplane raids were not attempted by the Germans and the dropping of bombs in the vicinity was for the time suspended. But better weather came early in May. Two bombs were dropped at about eleven o'clock one morning within two hundred yards of the First Battalion camp near Hauteville. This was the first daylight bombing and they learned with great satisfaction that this plane was pursued by the British and brought down about a half hour later near Bethune. Eighteen holes were made in the tents by fragments of the bomb cases, but none of the men were hit. A few days later a German plane, flying within a few hundred feet of the ground, sailed directly over the Second Battalion camp at Berneville. No bombs were dropped nor was any machine-gun fire attempted. The plane was hotly fired at by the entire camp but escaped uninjured, only to be brought down soon after near Beaumetz. The waxing of the moon about the middle of May brought with it a revival of night bombing operations, and on the night of May 17–18 the bombing of the front areas was particularly severe. No bombs were dropped near the camps at Hauteville and Berneville, but the bombing near the Saulty-l'Arbret camp was nerve-racking.

With all the bombing and shelling, the Fourteenth's good fortune held. The Eleventh Engineers had moved to a camp near Wanquentin and were engaged in digging trenches, when one day in April they were observed by enemy balloons and shelled. The camps at Hauteville and Berneville could hear the shells passing over and bursting beyond. The Eleventh, unhappily, had several men killed and wounded.

Strenuous preparations were made to render the regiment fit for combat work, if necessary. Machine guns were set up in the Saulty camp, and at the other camps intensive training in rifle practice and bayonet work was conducted under a British officer, Captain C. C. Forster, and six very efficient non-commissioned officers. The antiquated "Long Toms" were turned in and modern British Enfields issued.

As conditions improved it was possible to make the camps more comfortable, and time was available for sports. There were many baseball games, perhaps the best one being a game in which the Second Battalion team was defeated by a team from the Second Canadian Division by a score of 8–7, in a ten-inning game before a crowd of several thousand enthusiastic soldiers, including five generals.

Several other events of interest also happened during the stay in this region. On April 21 a reinforcement of 315 men arrived, and on May 3 the first consignment of the famous overseas caps was issued. As most of the regiment were working with pick and shovel in the warm sun or in the rain, the new "millinery" was not particularly welcome. On the morning of May 19 Arbuckle, Ricketts, Parkinson and Terrell were presented with Military Medals by the A.D.L.R., Colonel Le Fevre. These men were the first members of the A.E.F. to receive a decoration from the British government. They had been the train and engine crew of a train hauling ammunition which had been set on fire by shelling near Boyelles. Instead of abandoning the train they ran it under the nearest water plug and extinguished the fire.

Although the Fourteenth had been organized as a railway operating regiment, more than half its work between March 21 and May 19th consisted of light railway construction. The completion of this construction, and the fact that more than half the light railway mileage in the area had fallen into the hands of the enemy, brought about a surplus of light railway troops. As the Fourteenth had been for nine months without rest on the front line and could now be spared, it was determined by British G.H.Q. to relieve them from front line work and send them back to the base at Calais for rest. So, on May 19, 1918, the Hauteville and Berneville detachments broke camp and concentrated at Saulty, where the whole regiment entrained for Calais.

Thus ended the connection of the regiment with British light railways. They had been the first American troops of any kind to take up work, as a unit, on the front line, and, after a continuous service of nine months on the line of battle, at no time out of range

of the enemy's ordinary artillery, they were the last of the American Railway regiments to leave the British front. The letters of commendation received from the British are a commentary on the value of the services rendered by them. In addition, Colonel Wooten was awarded the Cross of St. Michael and St. George and Majors Lovett and Henderson the Distinguished Service Order by the British as a recognition of the work of the regiment.

CHAPTER XI

AT CALAIS

THE railway journey from Saulty to Calais was interminably long and very uncomfortable on account of the crowded condition in the cars. The train passed through Etaples about an hour before the great German air raid on the hospitals and railroads there and reached Calais about 1.30 A.M., May 20. Here it was divided and regimental headquarters and the First Battalion were sent to their camp at Voie-des-Dunes, about two miles east of the city, while the Second Battalion, under command of Lieutenant Colonel Guppy, went to Vendroux about five miles south.

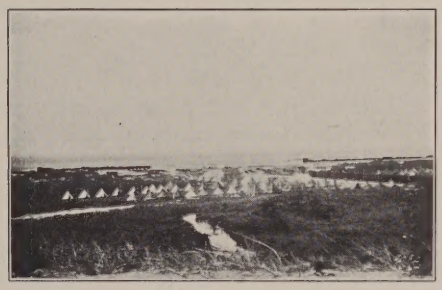
The Dunes camp was a comfortable affair, not too near other camps, and just a few rods from one of the finest beaches in the world. The Second Battalion camp at Vendroux, on the other hand, was strangely located. On one side was a Chinese labor company, on the other a company of Portuguese railway troops, and then in turn the camps of W.A.A.C.'s, English labor troops, English convicts and German prisoners of war. Into such strange company had the Fourteenth fallen. Still, one could laugh at the burlesque calls to the left and the operatic arias to the right played by the bugles at dawn and dusk, and one could walk or steal a ride into Calais and get the best of food and wine and remember past glories, and life was not so bad after all, especially in the evenings and on Sundays.

The work assigned to the First Battalion was the construction of a standard gauge railway known as the "Calais Avoiding Line." It involved the construction of two miles of single track main line, two spur tracks of approximately one mile each, a storage yard of four 1,000 ft. tracks, a classification yard of five 2,000 ft. tracks, a "Y" connection to the main line of the Nord and a four-bent bridge across the Canal du Marcq. The Second Battalion had the construction of a trans-shipment yard between the broad gauge and metre gauge railways at Vendroux, which included a spur

track from the broad gauge to the yard, an eight track double-ended metre gauge yard, two loading tracks on either side of the broad gauge, a half a mile of metre gauge main line with a "Y," a highway into the yard, water facilities and an engine pit.

Delays in receiving necessary supplies and materials greatly impeded the work, but the Vendroux job was finally completed on July 8, and two days later the battalion moved their camp to a location adjoining the camp on the Dunes. The first Battalion, assisted by more than a hundred men from the Second Battalion, completed their work on July 30, and the Second Battalion, after moving to the Dunes, completed a job of relocating 1,000 ft. of main line built with English chair rail.

Broad Gauge Yard Built at Calais



The Dunes Camp

An unscheduled, but important, piece of work was performed by the Second Battalion men in June. On the tenth a dump containing 20,000 tons of hay burned up and two days later there was a serious conflagration in a big lumber dump at Vendroux. The Americans were practically the first on the scene at these fires and could be found all through in the very hottest corners. Their work in preventing the spread of the flames was invaluable and earned a letter of thanks from the Base Commandant.

In the latter part of June and early July the regiment was hit by the prevailing influenza epidemic and nearly seventy per cent of the entire command suffered from this disease. On July 8, 1918 Private Stanwood E. Hill, Company "A," died of meningitis.

Another difficulty, though not so serious, was the bombing which was frequent and heavy but not so dangerous as the ma-

République Française - Ville de Calais

FÊTE NATIONALE AMÉRICAINE

4 Juillet 1918

MES CHERS CONCITOYENS,

Le 4 Juillet, les Etats-Unis d'Amérique célèbrent leur Fête nationale. Le Parlement a décidé que cette date serait célébrée en France comme une fête française.

Je vous convie, mes chers concitoyens, à répondre de tout l'élan de vos cœurs à cet appel.

Pavoisons largement, fraternisons avec nos amis d'Amerique qui traversent notre Ville avant de courir se battre au front, donnons libre cours à nos sentiments de sympathie et de gratitude pour le grand peuple qui a senti que son avenir, lié à celui du monde entier, se jouait en même temps que le nôtre dans la guerre engagée contre nous par l'Allemagne, et qui nous apporte, à l'heure décisive, le concours désintéressé et sans réserve de son argent, de ses ressources matérielles immenses, de son organisation et de son sang.

Un représentant du Gouvernement nous le disait hier : l'afflux des soldats américains, renforçant l'effort nouveau des Anglais, assure la sécurité de Calais, qui n'a pas cessé d'être menacée par les convoitises allemandes.

Et le flot, sans cesse accru, des troupes américaines, qui débarquent dans nos ports, ne s'arrêtera pas tant que la victoire ne sera pas acquise.

Le chemin est dur et la route est longue. Et nous savons que nos privations et nos souffrances ne sont pas finies. Et d'autres sacrifices dont la perspective ne vous ébranle pas, j'en suis sûr, seront nécessaires encore avant que nous ayons atteint le but.

Pendant un jour oublions ces misères pour fêter nos amis Américains nous apportant la victoire qui compensera tout et réparera ce qui peut être réparé.

Fêtons le 4 Juillet, anniversaire de la déclaration d'indépendance américaine à l'égal de notre 14 Juillet, unissant ainsi les deux grands peuples amis, qui, en luttant fraternellement côte à côte, assureront pour toujours au monde la liberté qu'il y a cent ans, ils avaient conquise pour eux-mêmes.

Le Maire: Ch. MORIEUX.

Calais - Imprimerie J. PEPMERY

PROCLAMATION OF THE MAYOR OF CALAIS

chine guns and "Archies" used against the enemy planes. In fact one casualty resulted, Master Engineer Watkins receiving a machine-gun bullet in his right arm. Later on, machine-gun crews were organized in the regiment, and became very proficient in the use of the Lewis gun.

July 4, 1918 was celebrated by cessation from work, and an exceedingly well played and thrilling baseball game between teams from the battalions, played on the Belgian aviation field before an audience of three or four thousand people from all the ends of the earth. Bastille Day was also a holiday and at the invitation of the French authorities the Fourteenth sent two companies for the parade in the city. Scotch, English, Canadian, Belgian, American, French and Portuguese troops took part, and as the two companies from the Fourteenth were picked men, all over six feet tall, they made a tremendous impression. Certain international jealousies resulted from this parade and the events of the evening suitably ended a perfect day.

On July 6 the regiment suffered its greatest loss, when Colonel Wooten was ordered relieved to become Chief Engineer of the Third American Army Corps and later of the Third Army. He was literally the father of the regiment, and all, officers and men, felt that in him they were losing a good friend as well as an ideal commanding officer.

With the completion of the railway construction work on July 30, 1918 it became known that the regiment was to be detached from the British and was to join the American army. Great was the enthusiasm and the work of breaking camp was conducted with a will. The thought that all of this deadly digging in the sand and all of the equally deadly drilling was to be left behind seemed almost too good to be true. In the early morning of August 1 they marched through the strangely quiet streets of Calais and entrained at the Gare de Cologne. They were on their way to rejoin their own people after a whole year of absence.

CHAPTER XII

IN THE MARNE SALIENT

THE journey from Calais took the regiment through some parts of France that they had not seen before, and when the trains pulled into the outskirts of Paris it was a terrible temptation to take French leave. But the stay was short and soon they were on their way again. On August 2 battle-scarred country began to appear and then the battered station of Château Thierry, a name that the American army has made famous for all time. The First Battalion train went on to Mézy where camp was made and the battalion was attached for work to the Chief Engineer of the Third Army Corps, Colonel Wooten. The following day Companies "B" and "C" marched to Le Charmel, where battalion headquarters were established and Company "A" took up quarters in a fairly decent farm at Jaulgonne on the Marne.

In the meantime regimental headquarters and the Second Battalion, attached to the newly-formed American First Army, had marched through the partially ruined town of Château Thierry and taken up comfortable and commodious quarters in the town jail. Shortly after arrival, several detachments were sent out to guard and maintain pontoon bridges over the Marne between Château Thierry and Mézy. The regiment turned in all excess equipment and got down to light marching order as a preliminary to the various and sundry moves they were to make for the next two months. August 7 headquarters and Company "D" moved to Coincy, Company "E" to Trugny and Company "F" to Fère-en-Tardenois, the latter place being rather an unhealthy location on account of shelling and bombing. Company "D" was engaged at Coincy for almost the entire month on repairs to the broad gauge railroad between Château Thierry and Nanteuil.

Companies "E" and "F," together with one Company of the Eleventh Engineers and one Company of the Twenty-Seventh Eningeers, prepared to construct light railways. A preliminary survey was made for a broad gauge detour into Fère-en-Tardenois

THE KITCHEN

A GROUP

MESS CALL

SUNDRY RESIDENTS

ANOTHER GROUP

KITCHEN FORCE

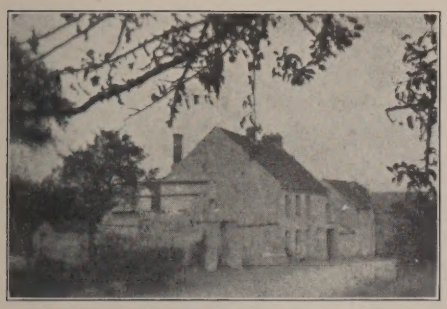
COMPANY "D" AT COINCY

and the survey of a light railway line from the broad gauge north of Trugny almost into Fère-en-Tardenois was completed. Work on this line was started when, suddenly, First Army headquarters disappeared from the area. It later transpired that the American General Staff had brought about all this activity in railway construction to deceive the enemy about the doings of the American Army. At the height of all the false activity in the Aisne-Marne sector, preparations for the St. Mihiel drive were being carried out.

On August 14 and 15 Companies "E" and "F" marched to the little village of La Folie, about three miles south of Fère-en-Tardenois, and headquarters were moved in from Coincy. Ten days later, Company "D" also rejoined the battalion, which went to work repairing and maintaining roads in the Third Corps area. The entire regiment was thus again under the direction of its former commanding officer, Colonel Wooten.

The Tardenois country was quite beautiful, with its rolling hills and clumps of forest, and the American advance had been so rapid that the damage was slight. The sanitary conditions, however, were unspeakable and the ensuing pest of flies was not only disagreeable but caused a severe outbreak of dysentery. A good deal of work was done in burying the dead and in general cleaning up, but the ordinary routine consisted of quarrying stone for roads, repairing and maintaining highways, salvaging material and performing odd jobs on bridges and buildings. Dissatisfaction among the skilled railroad men was naturally intense at having to perform this kind of convict labor, but it was all part of the war and it was necessary to be as philosophical as possible and hope for better times.

Early in September there came a change. The number of American troops in the sector had decreased and there were some fears of an enemy counter attack so that the Fourteenth were ordered to stand by as reserve troops. To meet this new situation a number of changes were hastily made. Company "A" on September 2 marched to Le Charmel and the following day to La Folie, taking the place of Company "D" which had gone to Vezilly to maintain



BATTALION HEADQUARTERS AT LE CHARMEL

roads and receive pontoon instruction from French engineers in that vicinity preparatory to bridging the Vesle. The exit of Company "D" from La Folie was enlivened by the performance of an army mule, attached as a pet, which lived up to the reputation of its kind by refusing to obey the orders of anyone from the commanding officer down. In the meantime First Battalion headquarters and Companies "B" and "C" had marched to Goussancourt. September 6 Second Battalion headquarters with Companies "A," "E" and "F" marched to Ville-Savoye on the Vesle river, spent an extremely unpleasant night in pup tents to the tune of heavy bombing up and down the river and then, like the King of France and his men, marched back again on the following morning. On the same date Company "D" marched from Vezilly to Le Charmel, and on September 7 the First Battalion returned to their old camp at the same place. All these shifts were due to a change of plan as a result of which the Fourteenth were to be moved out of the Marne area. A few days previously, Colonel Guppy had been ordered to report to the Service of Supply, where he was engaged in duties in connection with the American base ports. The command thus temporarily devolved upon Major Henderson.

By September 9 the entire command was assembled at Reuilly, prepared to entrain. During the night, orders were received detaching the First Battalion for duty with G-4, Paris Group, to take charge of salvage operations in the Château Thierry district. Company "C" established camp in Belleau Woods. Company "B" went to Mortcerf, and for ten

FÈRE-EN-TARDENOIS

days were engaged in loading light railway material, then proceeding to Courmont to resume salvage operations. Company "A," plus some sixty men from Company "C," established themselves at Chery Chartreuve. On September 16 Private 1st Class John E. Kerr of Company "C" was killed and two other men of the same company wounded by long range shell fire.

Finally on October 3 orders were received by the First Battalion to proceed to Abainville, and they left the Marne sector with little regret, arriving at Gondrecourt on the fifth and marching to Abainville, which was to be their permanent residence until the spring of 1919.

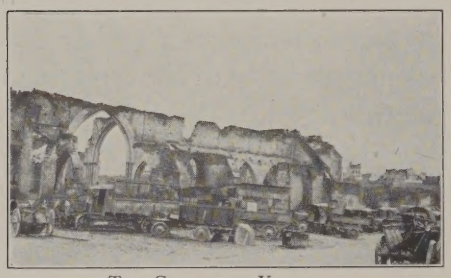
CHAPTER XIII

THE MEUSE-ARGONNE OFFENSIVE

THE regiment, minus the First Battalion, marched from Reuilly on the afternoon of September 10 and entrained at Dormans for an all-night journey. At noon the following day they arrived at Lemmes station and marched a short distance to Lempire, where they were billeted. These towns were in the Verdun area, where there were many marks of the heroic stand of the French Army. The marching and countermarching that followed were a natural result of the hasty assembling of the American army for the Argonne drive. The concentration of the army in the Verdun area after the St. Mihiel offensive was one of the most remarkable feats in American military history, but to a single regiment, which was not aware of what was in the wind, it seemed a succession of meaningless moves.

In the evening of September 13 orders were received from the Third Army Corps directing the command to move to the Bois de Nixeville, and simultaneously orders came in detaching the regiment from the Third Army Corps and attaching them to the Chief Engineer, First Army, for duty, and ordering them to march to Sorcy. Later in the evening the confusion was straightened out when orders came in from the First Army, directing the regiment to move to the Bois de Nixeville and to begin the march to Sorcy the following night. All troop movements were made at night in order to conceal them from enemy observation. The Bois de Nixeville was a large forest, but the command was finally assembled there about 3.00 A.M. and pup tents were put up in the woods. The following evening the entire command marched eighteen miles to Chaumont-sur-Aire, a long, hard march by unfrequented roads and by-ways. The regiment was now fully aware that they had become a mobile unit and when orders were received during the day cancelling further movement, there was no sorrow and sore feet could receive needed attention. September 18 new orders came in, directing the regiment to proceed to Clermont. This town

stuck out into the plain like a headland into the sea and troops were not allowed to be quartered there, so that other arrangements had to be made hastily. During the night Regimental and Battalion Headquarters with Company "E" marched eighteen miles to Vraincourt—the nearest available town to Clermont, while Company "D" went three miles farther to Parois and Company "F" two miles farther still into the Bethelainville Woods. None of these locations was particularly happy; Vraincourt was frequently shelled; the camp at Parois was directly in front of a battery of large calibre guns located on the broad gauge, and Bethelainville Woods were filled with green troops who made night hideous with "windy" gas alarms.



THE CHURCH AT VARENNES

The command was attached to the Second French Army for light railway work until such time as the First American Army "took over." The plan of the French was to construct a double track light railway from Aubreville to Varennes as soon as the drive had commenced. For this purpose there were attached to the Fourteenth two batteries of Sixty-Ninth Regiment à Pied for grading, two companies of the Fifty-Sixth Pioneer Infantry for grading and quarrying and two companies of the Eight Hundred and Eighth (colored) Pioneer Infantry for quarrying. Companies "D" and "F" of the Fourteenth commenced quarrying ballast near their respective camps.

On September 22 Company "E" moved to Parois, the following night to Les Islettes and the next night back to Vraincourt, the purpose of these moves being unknown. Company "F," on September 24, marched from Bethelainville Woods to Parois, and then the stage was set for the Argonne drive as far as the Fourteenth Engineers were concerned.

At 2.00 A.M. on September 26 the tremendous barrage from thousands of guns was laid down and the final drive of the war was on. It is unnecessary to describe here the success of the American

offensive, but the advance on the first day was so great that reconnoitering during the day showed that the German light railway system in the vicinity of Varennes and Cheppy had been left practically intact.

The light railway construction work was immediately taken in hand, and by October 2 the entire line had been surveyed, ten kilometres had been graded and about six kilometres of track laid. In addition Company "E" furnished nearly a hundred men to

Detachment from Company "F" Laying a Grade Crossing Near Aubreville
September 30, 1918

help in handling the wounded at Evacuation Hospital No. 10 at Froidos, where they gained a close acquaintance with the real horrors of war.

On October 2 orders were received, directing the Fourteenth to take over the operation of light railways in the country just captured from the enemy. Connections had been made from the Aubreville-Barricade line to Fuon by the Twenty-Second Engineers and others. The construction work on the Varennes line was abandoned, although it was later completed as a single track line by the French. On October 4 Company "D" marched to a camp in the

woods just south of Montfaucon, and Company "E" moved to Cheppy. Two days later, headquarters were established in Cheppy and Company "F" moved to Vauquois.

The light railway connections had been laid over No Man's Land, which was a sea of mud and no ballast had been put in. Despite these difficulties, several Baldwin locomotives were moved into Cheppy, an extraordinary feat considering the conditions. On

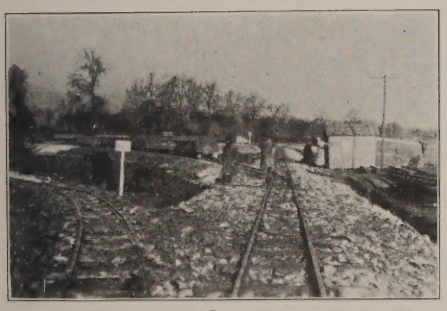
CHEPPY YARD

KITCHEN AT PAROIS

the Montfaucon side (between which and Cheppy there was no railway connection at the time) Company "D" salvaged some German tractors. On the day the two companies moved up, fifty cars of rations were started from the base over each line. The ensuing confusion may be imagined, but by horse, man and tractor power the rations were eventually moved through. On October 6 a detail of men were constructing a ration dump just south of Montfaucon when the Germans started shelling them, and Privates Ringberg, Guest, Pettit, McCarty, Laurie and Horgan were wounded. As it was impossible to conduct any kind of serious light railway operation without ballasted track, orders were finally issued discontinuing traffic for four days to permit intensive ballasting work, which was conducted from both ends of the lines. Upon completion of this work, new orders came in directing regimental headquarters and the Second Battalion to proceed to Rattentout to take over the light railway system operated by the Twelfth Engineers, who had been ordered further south into Second Army territory.

Assembling the command was rather a difficult task as they were scattered from Montfaucon to Les Islettes, and from Aubreville to Verdun, several officers and men being on detached service with the French light railway companies at Les Islettes, Froidos,

HEADQUARTERS AT RATTENTOUT



AS-11

COMPANY "D's" BARRACKS AT RATTENTOUT

Dombasle and Soushesmes-le-Grand, assisting in the handling of American ammunition and supplies over the French rails. The companies got to Rattentout by whatever means they could, for the most part by the usual mode of transit of a soldier, and it was a day or two before everybody was safely ensconced in camp.

During this time the First Battalion had established themselves at Abainville, the site of the central light railway shops of the American Army. These shops, and the camp attached to them, one of the great plants created by the A.E.F. in France, were a monument to the vigor and wisdom of Colonel Perkins, formerly of the Fourteenth, who was chiefly responsible for their erection and operation. The camp was muddy, as were most camps in France, but the general working conditions were similar in a great many respects to those at home. The battalion was assigned to work immediately on arrival, more than a hundred men going into the shops, about two hundred engaging in construction and maintenance, thirty in rock quarrying at Sorcy and the balance, under Captain Pelletier as superintendent, in the operation of the thirty-odd kilometres of light railway from Abainville to Sorcy, the terminal link of the American System to the front. During the month of October, 1918 2,857 empty and 3,408 loaded cars were handled and 985 carloads of ballast quarried.

Light Railway Operations of the 14th ENGINEERS in the MEUSE-ARGONNE AND ST. MIHIEL SECTORS

60 c.m. Light Railways of American, French and German Construction

60 c.m. Light Railways Operated by 14th Engineers

Standard Guage Railway Lines

5 0 10

Miles

BATTLE LINE NOV. 11 1918

BATTLE LINE SEPT. 11

NOV. 11 1918

SEPT. 11 1918

Le Chesne, Oches, Brieulles, Authe, Boult, Harricourt, Buzancy, Vouziers, Briquenay, Grand-Pre, St. Juvin, Monthois, Senuc, Marcq, Lancon, Chatel, Binarville, Apremont, Baulny, Charpentry, Varennes, Cheppy, Taylor Jct., Cheppy Jct., Ville-sur-Tourney, Vienne-le-Chateau, Bois de Chalade, la Chalade, Neuvilly, le Claon, Aubreville, Florent, les Islettes, Clermont, St. Menehould, Montfaucon, Montigny, Beaufort, Villers, Landres, Bantheville, Romagne, Nantillois, Septsarges, Cuisy, Malancourt, Dannevoux, Forges, Brabant, Beaumont, Ormes, Chattancourt, Mt. des Alleux, Parois, Dombasle, Brocourt, Aubreville, Rarecourt, Froidos, Walyo, Fleury-sur-Aire, Souilly, Neippes, Dommartin, Stenay, Dun-sur-Meuse, Clery, Soulmory, Louppy, Brabeville, Damvillers, Crepion, Ville, Wiennes, Moncourt, Mageville, Dieppe, Douaumont, Charny, Fleury, Fix, Belrupt, Bethelainville, Verdun, Nixeville, Belleville, Montfaucon, Malancourt, Forges, Cuisy, Septsarges, Nantillois, Romagne, Bantheville, Landres, Montigny, Beaufort, Stenay, Longuyon, Sarbey, St. Laurent, Vallers, Pillon, Arrancy, Billy, Muzeray, Spincourt, Loison, Senon, Baroncourt, Audun, Thionville, Catteson, Esch, Briey, Orne River, Marange, St. Marie, Rouvres, Etain, Warq, Gassainville, Braquis, Buzy, St. Jean, Jeandelize, Bencourt, Conflans, Parfondrupt, Hennemont, Pintheville, Pareid, Braiville, Harville, Mars-la-Tour, Rezonville, Gravelotte, Woippy, Metz, la Moselle River, Frasnes, St. Hilaire, Jonville, Gorze, Combres, Mouilly, St. Remy, Bois de St. Remy, Woel, St. Maurice, Hadonville, Chambley, Noveant, Fey, Crin, Verny, Arcy, Mardigny, Rupt, Genicourt, Raffentout, Senoncourt, Souilly, Neippes, la Meuse, Dun-sur-Meuse, Clery, Montigny, Soulmory, Villers, Briquenay, Harricourt, Buzancy, Authe, Boult, Vouziers, Grand-Pre, St. Juvin, Monthois, Senuc, Marcq, Lancon, Chatel, Binarville, Apremont, Baulny, Charpentry, Varennes, Cheppy, Taylor Jct., Cheppy Jct., Ville-sur-Tourney, Vienne-le-Chateau, Bois de Chalade, la Chalade, Neuvilly, le Claon, Aubreville, Florent, les Islettes, Clermont, St. Menehould, Dommartin, Couro, Pierrefitte, Rupt, Baudremont, Revigny, Vavincourt, Heiltz, Dagonville, BAR-LE-DUC, Ligny, St. Dizier, la Marne River, Ancerville, Chevillon, Montiers, Sauvoy, Mauvages, ABAINVILLE, VAUCOULEURS, Domgermain, TOUL, Colombey les belles, Pagny, Void, Sorcy, Vertuzey, Sorcy-Railhead, Tronles, Lucey, Bruley, Pagney, COMMERCY, Aulnois, Cornieville, Bouca, Gironville, Neuf-Etang, Meuil-la-Tour, Leonval, Danzey, Broussey, Hannonville, Ansauville, Rambucourt, Beaumont, Beinecourt, Xivray, Richecourt, Flirey, Remenauville, Marcy, Griscourt, Mascouville, Domeire en-Naye, Belleville, Rosieres, Villey, la Moselle River, Meurthe River, NANCY, PONT-A-MOUSSON, St. Mihiel, Woinville, Montsec, St. Baussant, Essey, Pannes, Euvezin, Vieville, Heudicourt, Lamarche, Chaillon, Creue, Beney, Thiaucourt, Xammes, St. Julien, Charey, Hattonchatel, Vigneulles, Deuxnoudes, Billy, Mouilly, Combres, Woel, Hadonville, Chambley, Noveant, Gorze, Fey, Crin, Verny, Arcy, Mardigny, Jonville, St. Hilaire, Frasnes, Harville, Mars-la-Tour, Rezonville, Gravelotte, Metz, Woippy, Conflans, Jeandelize, St. Jean, Buzy, Parfondrupt, Braquis, Gassainville, Warq, Etain, Rouvres, Marange, St. Marie, Briey, Orne River, la Moselle River, Audun, Thionville, Catteson, Esch, Longuyon, Arrancy, Sarbey, St. Laurent, Vallers, Pillon, Muzeray, Spincourt, Loison, Senon, Baroncourt, Billy, Damvillers, Brabeville, Louppy, Montmedy, Stenay, BATTLE LINE NOV. 11 1918, Meuse River, Dun-sur-Meuse, Clery, Soulmory, Montigny, Beaufort, Villers, Landres, Bantheville, Romagne, Nantillois, Dannevoux, Septsarges, Cuisy, Malancourt, Forges, Brabant, Beaumont, Ormes, Crepion, Ville, Wiennes, Moncourt, Mageville, Dieppe, Douaumont, Chattancourt, Charny, Fleury, Fix, Belrupt, Bethelainville, Verdun, Nixeville, Dombasle, Parois, Brocourt, Aubreville, Rarecourt, Froidos, Walyo, Fleury-sur-Aire, Souilly, Neippes

Oches
Le Chesne
Beaufort
Brieulles
Authe
Harricourt
Buzancy
Bouit
Briquenay
Villers
Vouziers
Barbeville
Landres
St-Juvin
GRAND-PRE
Montbois
Servon
Lochon
Binarville
VARENNES
BATTLE
Vienne-le-Chateau
Ville-sur-Tourbe
la Chalade
le Claon
Auberville

CHAPTER XIV

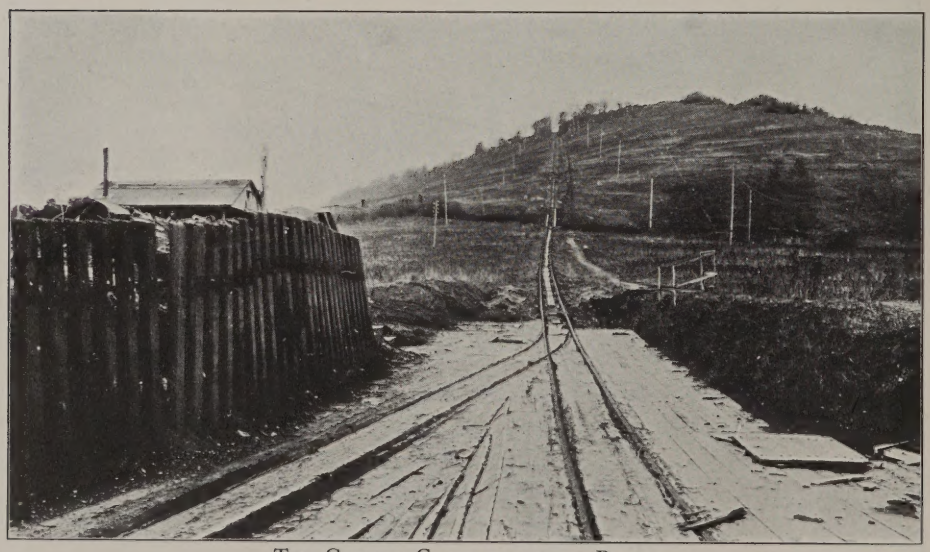
THE END OF THE WORK

THE system taken over at Rattentout consisted of a line to Luxembourg Dump connecting with the French Haudainville lines, a direct connection between Rattentout and Haudainville and another line connecting with the French system to the West which in turn joined the American system in the Ar-

THE VALLEY AND OLD FRONT LINE AT MOUILLY

gonne. After the St. Mihiel offensive the Twelfth Engineers had completed a connection between the Mouilly Spur and the German light railways in the Forêt de la Grande Montagne. This line ran through the forest and finally descended opposite Hattonchâtel into Vigneulles. It was very well constructed with metre gauge rail, wooden ties and hard rock ballast, and in one place there was a twenty-foot rock cut. The country was very difficult. The problem of the sharp descent from the uplands into the Woevre plain had been solved by the Germans in two ways, one straight down to Billy over a 15% grade operated by a dynamo, winch and

THE SWITCHBACK COMING DOWN INTO VIGNEULLES



THE GERMAN CABLE-WAY FROM BILLY

steel cable, and the other by means of side hill rock cuts and two switchbacks to the foot of Hattonchâtel. This latter line was the one used and was an excellent example of what a light railway ought to be on a stabilized front. To operate this system, Company "F" was stationed at Rattentout railhead and Company "E" in the forest. Company "D," camped near Rattentout, was engaged in construction and maintenance work.

Light Railway near Hattonchâtel

On October 15, Major Lovett was promoted to Lieutenant Colonel and assumed command of the regiment, later receiving his promotion to Colonel.

The work consisted in serving the right flank division of the First American Army and the left flank division of the Second American Army with rations, water and ammunition and also in transporting light railway material and troops en route from Abainville to the Argonne area. In all, slightly over 17,000 tons were carried during the month of October. The light railway operation went along smoothly and without unusual incidents.

November 11, 1918—who is competent to analyze and put into words the mixed feelings of the millions of men for whom the events

RATTENTOUT ENGINE HOUSE

A DUMP IN THE FORÊT DE LA GRANDE MONTAGNE

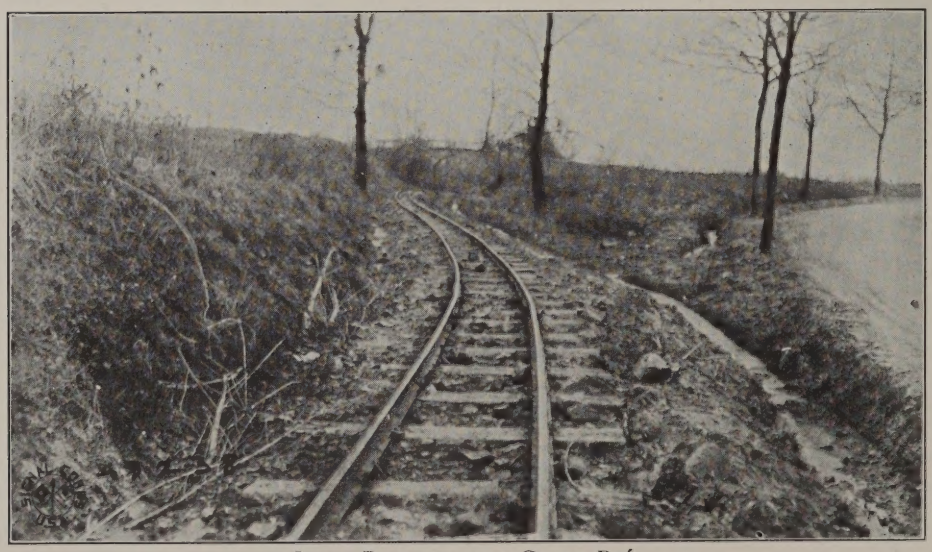
of that day had such vital meaning? The writer of these lines has certain vivid, if disjointed, memories—of little groups of French and American soldiers rolling down the Verdun road and crying "*Finie la guerre*," happily and a little dazedly—of carefully shading the windows that night just as if the bombing planes were coming over—of the night sky filled with rockets and Very lights—of the great silence, so oppressive as to be almost painful—of a curious paradoxical feeling that the change was from the normal to the

HATTONCHÂTEL

abnormal, that peace could not possibly last; and then finally a great and growing sense of relief. Through all this day of emotion the little trains continued over the lines on their prosaic course.

For a time after the armistice everything went on as usual; the divisions remained on the line and had to be rationed, and the construction of the light railway continued. Company "D" moved to Brandeville, a German railhead only recently evacuated, where they found a very pretty little shop and storeroom complete in every detail, as well as a piano—a welcome discovery. They went to work putting the line from Brandeville to Vilosnes-sur-Meuse in shape, using salvaged German tractors and cars.

General View of Cheppy



Light Railway near Grand Pré

THE END OF THE WORK

On November 25 Second Battalion headquarters were moved back to Cheppy, and Company "D" established itself there, taking over from the Twenty-First Engineers. The system consisted of main stems from Dombasle to Montigny, and Aubreville to Grand Pré, with a connection between Cheppy and Montfaucon and numerous branches—in all several hundred kilometres of track. One battalion of the Twenty-Second Engineers and one company of the Fifty-Ninth Pioneer infantry were responsible for

A Light Railway Trestle in the Argonne

the maintenance and Company "D" of the Twenty-First Engineers remained for a time at Romagne, operating the line from that point to Montigny. On December 5 Company "C" moved by light railway from Abainville to Dombasle, a trip of 150 kilometres, to take over the repair of a large number of tractors and locomotives out of service at that point. Later still Company "F" moved to Senuc and operated the lines south from that point, as well as a long stretch of line to Buzancy. On November 30 the regiment was transferred from the First Army to service with the Director of Light Railways, and Colonel Lovett was appointed Deputy Manager in charge of the area.

Railway Yard at Cheppy

A Group at Dombasle

In the meantime the First Battalion at Abainville had been very busy with shop work and light railway operations. Before the Armistice the demands for light railway material were sudden and severe. As an instance, at 5.30 P.M. on November 1 orders were received to move one hundred carloads of light railway material before midnight. By double heading with the available power, some of which consisted of 35 H.P. tractors able to haul only one car, and double crewing every train so as to allow the men a little rest, the order was successfully carried out, the last train leaving at 11.30 P.M.

On November 16 Captain Hawley was promoted to Major and assigned to the First Battalion. In November 2,837 empty and 3,678 loaded cars were moved, and in December 1,351 empties and 2,704 loads in the Abainville section. After the Armistice the traffic began to flow the other way, the surplus light railway power and rolling stock all flowing into Abainville, together with large amounts of salvaged material. The general let-down in morale is well set forth in the general order given below, which seems to be worth preserving:

LIGHT RAILWAY CENTRAL SHOPS

A. P. O. 703.

GENERAL ORDER — 16 December 1918.

No. 53

1. A malignant type of spring fever seems to have hit this project about four months ahead of schedule. I visited a number of officers' messes this morning and breakfast was still being served at 8.35 A.M., and possibly a little later. If the sergeants can run this project, the officers may as well be returned to the States. Work hours on this project will be from 7.00 A.M. to 11.30 A.M., and from 12.30 P.M. to 4.00 P.M. This means for officers as well as for men. The officers must be on their work at 7.00 A.M. ready for business; this means field officers and office men as well as Second Lieutenants who are in charge of track maintenance forces.

2. On Sunday mornings at 7.30 there were not to exceed a half dozen men attending sick call. This morning at 8.00 A.M. there were over 25 or 30 men. Company commanders will see that a Commissioned Officer goes to sick call with the men of his company, and that no one goes on sick call unless he is sick. Men who are marked to stay in quarters will stay in quarters and get to bed. The Chief Medical Officer will arrange to have sick call finished at 6.50 A.M., so that

the men who are marked for duty will have ample time to arrive on the work with the balance of the men.

3. The departments of this project have become very expert in doing parade rest. In going over this work, the Commanding Officer observed in every department there are from 20% to 40% of the men idling around instead of working. The effectives of this project have dropped off from about 86% to 71%; this would break any business in the world. Officers must see that the labor and material of the Government are handled as they would handle it if they had to meet the payroll themselves every Saturday night. The number of kitchen police,

Cut on the Line Near Sorcy

waiters, strikers, orderlies, batmen, lackies, dog robbers, etc. must be cut down 50%.

4. In the future there will be only one officers' mess at this post, and that will be the one at the officers' barracks. Mess Officers running outside messes will have three days in which to arrange to consolidate the mess. This will not affect officers eating with companies. It is possible that the character of the food served at some of the smaller messes is better than at the general mess, but it is thought the efficiency of this project will be helped by the consolidation.

5. The following bugle calls will be observed by all officers:

First Call	5.30 A.M.
Mess	6.00 A.M.
Fatigue	7.00 A.M.
Recall from Fatigue	11.30 A.M.
Fatigue	12.30 A.M.
Recall from Fatigue	4.00 P.M.

Engine House Force

Dispatchers' Office Force

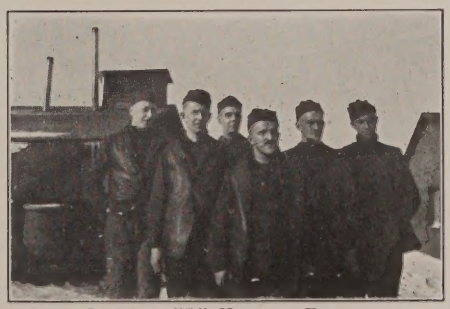
Company "B" Orderly Room Force

Company "A" Orderly Room Force

1st Battalion Headquarters Office Force

Officers' Quarters at Abainville

Company "A" Kitchen Force



Company "B" Kitchen Force

Various Groups at Abainville

Provost Marshal will arrange for all calls to be sounded in Officers' quarters. Dinner will be at 11.35 A.M. and Supper at 6.00 P.M. Dining room will be closed at 6.30 A.M. and no one will be fed after that hour with the exception of Medical Officers attending sick calls. Officers and quarters will be cleaned up and ready for inspection at 6.50 A.M.

6. TheDLR&R is charged with hauling salvage from the district operated by light railways, and assembling and repair of equipment at this point. If everybody works, this can be completed in sufficient time to allow all Light Railway Regiments to arrive in New York by St. Patrick's day, but the way we are working now we will not be able to arrive there before the anniversary of the Battle of the Boyne.

7. In inspecting kitchens this morning, I noticed an extraordinary amount of food being put in the slop barrel. This must be reduced. Some kitchens are being run with five kitchen police, and others with nine and the kitchen in the cleanest and the best condition had the smallest number of men. What one officer can do, another can do and must do at once. The Provost Marshal will arrange with the officer in charge of officers' mess to have the guard wake up the help of the officers' mess in sufficient time to get them to work.

8. The C.O. does not blame anyone in particular for the lazy condition we have drifted into. Perhaps it is due to the steam heat, armistice or other causes. However that may be, it must be remedied at once.

9. Military drill will be discontinued until further notice with exception of guard mount.

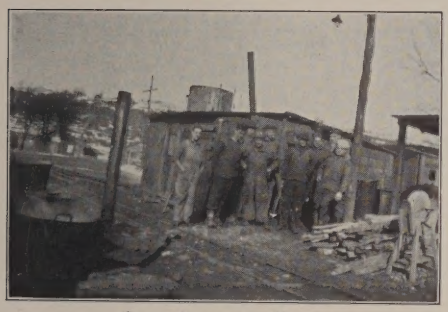
SAM. A. ROBERTSON,
Lieut. Colonel, Engineers, U.S.A.

The work of the regiment as a whole was conducted under the most depressing conditions and it was natural that everybody should long for home. The Fourteenth had been in France for a year and a half and had experienced a fair share of the war, and it is not surprising that they had little spirit to put into the work of cleaning up old battlefields. But the job had to be done and was done in the midst of that dreary, muddy desolation which was Northern France in winter. Leaves to the Riviera afforded some change and the Y.M.C.A. did its part by staging numerous entertainments.

During January, 1919 the weather was somewhat better and the salvage operations were practically completed. Company "C," in addition to the repairing of locomotives and operation of some of the light railway lines out of Dombasle, built about 1000 feet of broad gauge side track in the ammunition dump at Rarecourt. An indication that the end of operations was approaching came when

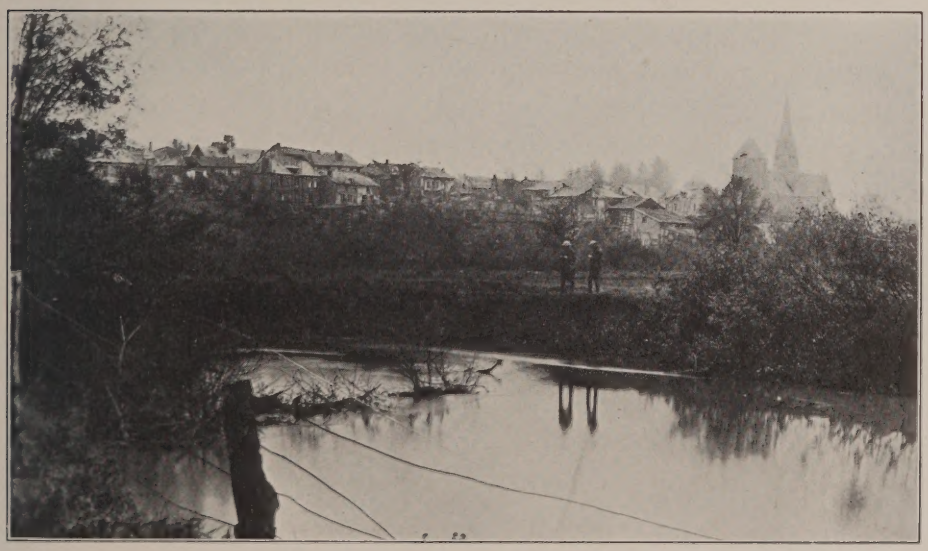
COMPANY "E" SERGEANTS

HATTONCHÂTEL



COOK SHACK AT CHEPPY

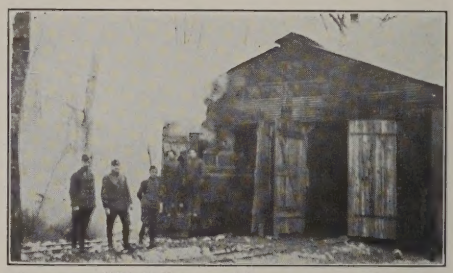
A TYPICAL CONTROL BOX NEAR RUPT



BUZANCY.

the light railway spurs and lines began to be torn up and the material was evacuated. Rumors of departure were rampant and spread among the scattered detachments faster than a courier could have carried it. Then came the first move—Company "F," having finished its work at Senuc, moved by light railway on February 8 to Rattentout and operated the lines there until about February 21. On February 12 Company "C" was released from duty at Dombasle and moved by light railway to Abainville, where they occupied their time in drilling. Two days later Company "D" and Second Battalion headquarters turned over the light railway

A Light Railway Train near Cheppy



Company "E's" Engine House in the Forest

in the Argonne region to the Twenty-Second Engineers and moved back to Rattentout. Company "E," camped in the Foret de la Montagne, was busy hauling road material and salvaged ammunition until February 21, finally coming to Rattentout on March 8. The First Battalion was gradually released from duty and the last light railway work of the Fourteenth in France ended when a detachment of forty men from Company "B" was released from the operation of the Abainville-Sorcy line on March 6. As the companies were released from duty, a wearisome round of drilling was instituted in accordance with orders from G.H.Q., which filled up the idle time but provided pleasure to no one.

THE END OF THE WORK

On February 25 the great news came in form of the following letter:

MEMORANDUM TO

C.O. 12th Engineers (L.R.) Sorcy
C.O. 14th Engineers (L.R.) Rattentout
C.O. 14th Engineers (L.R.) 1st Bn. Abainville

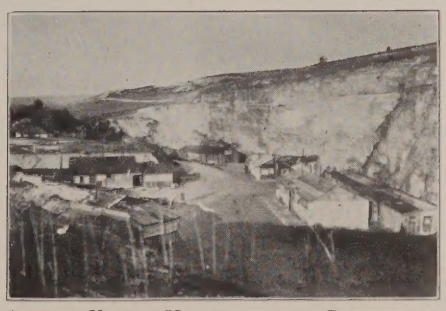
1. Telegram from C.G. AS SOS February 24, is quoted for immediate information and compliance. Quote 397 G-4. On instructions C.G., S.O.S. C.G. directs you prepare the following organizations for movement to Base Port preparatory to embarkation; Regt'l Hdqrs. Companies A, B, C, D, E, F, of 12th Engineers (L.R) are at Sorcy (Meuse); Regt'l Hdqrs. & Companies D, E, F of 2nd. Bn. 14th. Engineers (L.R) are at Rattentout (Meuse); 1st. Bn. of the 14th Engineers (L.R.) are at Abainville (Meuse) Advise date property has been disposed of, date you will be ready to make movement of above units to Base Port and give their strength. Embarkation instruction No. 13 and baggage regulations being forwarded by courier. Each Company will designate organization baggage officer for above movement. End of quote. Farmer.

By order of Colonel Robertson,

J. C. Miller,
1st Lieut. C. of E.
Adjutant.

The Fourteenth was ordered home.

THE CANAL NEAR RATTENTOUT

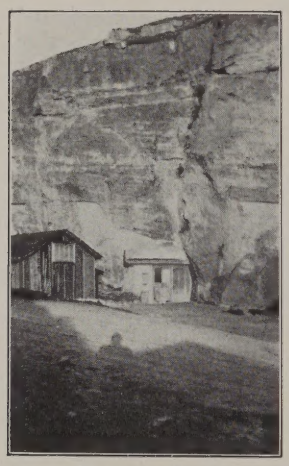


ANOTHER VIEW OF HEADQUARTERS AT RATTENTOUT

CHAPTER XV

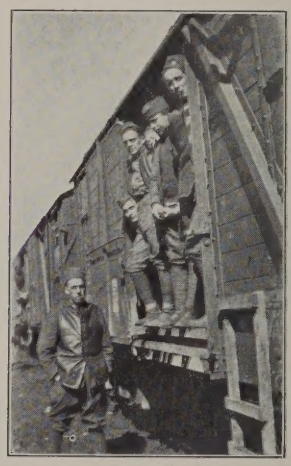
THE RETURN

TRAINS of American box cars were set in and the men proceeded to make them comfortable. Stoves and bunks with hay mattresses were installed in all the cars and the trains were electrically lighted from dynamos in the rear cars. The First Battalion left Gondrecourt at 7.00 A.M. March 9, 1919, and the



IN THE QUARRY AT RATTENTOUT

AN A. E. F. SLEEPING CAR



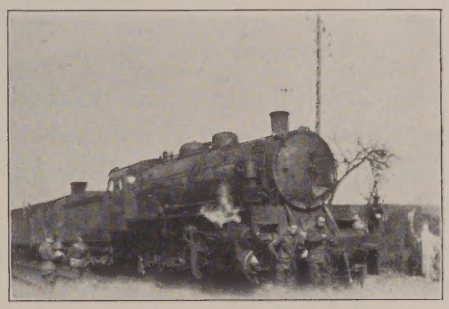
LET'S GO!

Rattentout troops a few hours later. The trip was diagonally across all France and, on the whole, was not unpleasant. Toward the evening of the eleventh the country became flat and marked with regular rows of stunted vines—the great wine country of the Bordeaux region. During the night the trains pulled into St. Emilion and a more or less dilapidated regiment detrained. Regimental Headquarters with Companies "A," "B," "C" and "D" marched to Branne, while Second Battalion Headquarters with Companies "E" and "F" went to the nearby town of Vignonet.

The part of France where the Fourteenth found themselves is a pleasant place, the seat of an old civilization (St. Emilion has famous Roman ruins). The towns were spotlessly clean and well

kept and both officers and men, quartered in French houses, found a welcome so real and unaffected that the houses became really homes. The Dordogne river flows quietly past the quiet little towns and sometimes goes over its banks in a mild manner, as it did in March, 1918, when the flood afforded a vast amount of amusement to the men marooned in upper stories.

LEAVING RATTENTOUT



AN AMERICAN ENGINE FOR THE TRIP ACROSS FRANCE

BRANNE

THE SQUARE AT BRANNE

A part of the time was taken up in the inevitable drilling and the rest was mostly spent in leading a peaceful, lazy life. Only two events worth noting occurred during this stay. Late in March, before the full regiment drawn up near Branne, Private John W. Galvin was presented with the French Croix de Guerre with gilt star and the following citation—"On various occasions he displayed magnificent courage and zeal. In May, 1918, he rescued a woman buried under the ruins of a house which had been struck by an aerial bomb. On June 11, he jumped into the Somme, fully

clothed to rescue a French soldier who was drowning. He displayed very fine conduct under aerial bombardment in the fight against conflagrations."

On March 28 a banquet was given in Bordeaux to the officers of the Eleventh, Twelfth, Fourteenth, Fifteenth, Sixteenth and Eighteenth Engineers, all assembled at Bordeaux for embarkation. Thus six of the nine original engineer regiments were collected together after an extraordinarily long and arduous term of duty in France.

On April 8 came the orders to move to the Embarkation Camp at Bordeaux and the day was spent in policing the towns and preparing for departure. The following morning the entire regiment proceeded to the camp, which they found to be a large affair entirely surrounded by a tight stockade and equipped with a highly efficient delousing station. Time in the camp passed quickly, what with delousing, getting cleaner uniforms and clothing, turning in arms, typhoid inoculations, etc. On April 16 arrived the orders that the regiment had been waiting for, almost with anguish, for four months. They are quoted below in full:

HEADQUARTERS, BASE SECTION NO. 2
SERVICES OF SUPPLY
AMER. E.F., FRANCE

April 16, 1919

EMBARKATION ORDERS
No. 136
Par. 5

The following named organizations having been relieved from all further duty with the American Expeditionary Forces, France, and having reported at these Headquarters, for transportation to the United States, will proceed to Bassens Docks Area, American Docks, Warehouse "A," reporting at 8.15 A.M., April 17, 1919, to the General Superintendent, A.T.S., to go aboard the S-S "DAKOTAN," for transportation to the United States:

Fourteenth Engineers	Officers	Men
Regimental Headquarters,	5	43
1st Battalion Headquarters,	2	22
Medical Department,	2	24
Company "A"	2	224
Company "B"	3	227
Company "C"	2	218
2nd Battalion Headquarters	2	24
Company "D"	2	237
Company "E"	2	234
Company "F"	3	237
	25	1490

The movement from the Embarkation Camp to the Docks, Bordeaux, will be under the direction of the Outgoing Troops Officer. The march orders issued by him will be followed implicitly by organization commanders.

These organizations will take with them the regular allowance of personal baggage and all authorized equipment in their possession.

Upon arrival in the United States, these soldiers will be reported to the Commanding General, Port of Debarkation, for further instructions.

The Commanding Officer of the above named organizations will be responsible for all men and records of their respective companies until relieved by proper authority at the Port of Debarkation.

The Quartermaster Corps will furnish two days' reserve rations which will be carried on the person of each soldier. Any unused rations will be turned in to the Quartermaster at the Port of Debarkation, on completion of the journey.

The travel directed is necessary in the military service.

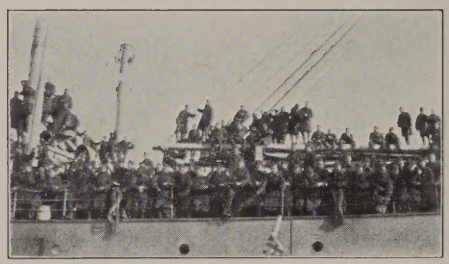
By command of Major General Rhodes

W. J. Reiss, Lt. Col.

The next morning the excited troops marched the short distance to Bassens Docks, boarded the good ship "Dakotan" after the usual formalities and waited for the boat to get under weigh with the tide. In the afternoon the hawsers were cast off and the "Dakotan" passed down the ever-widening estuary of the Gironde.

Embarking at Bassens—a Part of Company "F"

Coming Home



On the "Dakotan"

Seeing Boston

A New Kind of Bombing

With the setting sun the shores of France faded away like the memory of a dream.

The trip across the Atlantic was delightful, with calm seas and balmy air, and the ten days passed very quickly. On the evening of April 26 a thrill ran through the boat when lights were seen twinkling to the west. They were the lights of Massachusetts Bay, the lights of home! Late at night the "Dakotan" anchored near Long Island in Boston Harbor and there was little sleep for those on board. As the sun came up on that warm Sunday morning in April, 1919, a glorious sight met the straining eyes of the homesick men. The harbor and city of Boston lay before them and coming out to meet them were more than a dozen craft of all descriptions, crowded with people and decorated with flags and welcoming banners. A little after 8.00 A.M. the "Dakotan," surrounded by this friendly fleet, lifted anchor and proceeded up the harbor to Commonwealth Pier, in the midst of band-playing, cheering, singing and the shrieks of all the ship and factory whistles within five miles—a literally stunning welcome home. From the boats swarming around came a regular barrage of box lunches, cakes of chocolate, cigarettes and doughnuts.

NEARLY HOME

The unloading at the pier was accomplished in record time, the fifteen hundred men debarking in about half an hour. Then came a warm greeting from the few relatives and friends that were permitted inside the ropes, a hasty cup of coffee at the Red Cross canteen and a speedy departure in three special trains. The trip across country was in the nature of a triumphal procession, for at almost every station there was a welcoming contingent. Soon the train pulled into Camp Devens, for which the preliminary breaking of ground had been going on as the Fourteenth passed there nearly two years ago on their way to France. Here was the real welcome, for all the friends and relations were on hand to receive their loved ones.

There is but little more to be told. Within five or six days the regiment had been mustered out of service and its remaining activities were chiefly gustatory. Each railroad gave a banquet for its company or companies and the New England railroads jointly with the "Association of Friends of the Fourteenth Engineers," on May 8, gave an outing at Riverside and a banquet at Symphony Hall for the entire regiment. This was a climax of the many good things that the "home forces" did for their men across the sea.

THE "DAKOTAN" COMING IN

The New England railroad men and their families had subscribed thousands of dollars which had come to the Fourteenth in the shape of luxuries, comforts and even necessities of various kinds, easing the way for them over many a rough spot on their journey. For all this all the soldiers were grateful beyond words.

The newspapers carried lengthy accounts, with numerous photographs, of the arrival of the Fourteenth. The following editorial from the Boston *Transcript* is quoted as a just valedictory for the history of the regiment:

THE RETURN

"THE FOURTEENTH ENGINEERS"

"With a record of twenty-one months' service set to its credit—a service that continued almost without respite or intermission so long as the war was still raging—the Fourteenth Regiment of Railway Engineers has returned to receive the welcome which New England can never tire of giving, the welcome of gratitude and admiration. During the greater part of their time in France, these engineers were reserved for operating duty, rather than for tasks of construction. They were given section after section of railway to run. They proceeded to run them, very much of the time under shell fire, with indefatigable energy and an unflagging sense of responsibility for the service which they were performing. Under the pressure of German advances last spring, they gave way, when the infantry in front of them did, upon one line of communication, only to take up their stand with equal persistence and efficiency on a fresh line. When the Allied armies were moving forward, they, too, pushed forward, making possible that service of supply without which any successful advance must speedily be converted from victory into ruinous weakness. In the course of this duty, companies of the regiment became involved in many a danger and in situations requiring the utmost tenacity of courage and presence of mind. When undergoing "relief" from such active duty they were concentrated at Calais for a rest which seems to have consisted of building railroad yards and a section of broad-gauge railroad. In season and out of season their record was one of work and devotion.

"All that the Fourteenth Engineers were called upon to do, the Fourteenth Engineers did. All that New England has in its possession to give in grateful recognition of this splendid service, New England gives, humbly and gladly, to the Fourteenth."

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PRESENTATION OF THE REGIMENTAL COLORS TO THE COMMONWEALTH OF MASSACHUSETTS, FEBRUARY 5, 1920

APPENDIX A

STATISTICS

BOISLEUX-AU-MONT

AUGUST 28, 1917 TO MARCH 22, 1918

Companies A, D, E, and F Operating and Maintaining

	Original	*Continuation*	*Total*
Ammunition	56,071	40,432	96,503
Rations	44,838	3,704	48,542
Personnel	19,954	1,464	21,418
Coal	5,351	124	5,475
R.E.S.	13,701	9,790	23,491
L.R.M.	13,999	1,329	15,328
L.R.B.	21,052	553	21,605
Timber	3,076	3,308	6,384
Roadstone Gravel	10,056	104	10,160
Salvage	30,087	3,479	33,566
Miscellaneous Army Tonnage	13,718	1,074	14,792
	231,903	65,361	297,264

POZIERES

SEPTEMBER 8, 1917, TO MARCH 21, 1918.

Companies B and C operating and maintaining

No Figures Available.

Estimated tonnage—120,000 tons (mostly salvage)

BERNEVILLE

MARCH 23 TO MAY 19, 1918.

Companies D and E operating

	Original	*Continuation*	*Total*
Ammunition	8,136	16,583	24,719
Rations	323		323
Personnel	3,781	242	4,023
Coal	539		539
R.E.S.	1,739	1,203	2,942
L.R.M.	556	251	807
L.R.B.	354		354
Timber	96		96
Roadstone-Gravel	307	11	318
Salvage	2,901	954	3,855
Miscellaneous Army Tonnage	1,465	108	1,573
	20,197	19,352	39,549

APPENDIX A

SAULTY–L'ARBRET

April 21 to May 19, 1918.

Company F operating and maintaining

	Original	*Continuation*	*Total*
Ammunition	5,000		5,000
Rations	5,000		5,000
R.E.S.	500		500
	10,500		10,500

MEUSE–ARGONNE SECTOR

October 2, 1918 to February 21, 1919.

Companies D, E and F operating and maintaining

Company C operating for about two months.

	Original	*Continuation*	*Total*
Ammunition	44,491	390	44,881
Rations	10,188	1,270	11,458
Personnel	9,395	96	9,491
Coal	5,112	90	5,202
Engr. Mtl	11,031	77	11,108
L. R. M	15,796	480	16,276
L. R. B	7,470		7,470
Road Material	751	80	831
Water	4,144		4,144
Misc. Army Tonnage	10,308	42	10,350
	118,686	2,525	121,211

ABAINVILLE

October 7, 1918 to March 6, 1919.

Companies A, B, and C operating, maintaining and shop work. Complete figures not available. Estimating on basis of actual tonnage handled during last three months of 1918 gives—150,000 tons (about 60% of this light railway material.)

SUMMARY

Tonnage Handled by Fourteenth Engineers on Light Railways

Boisleux-au-Mont	297,264
Pozieres	120,000
Berneville	39,549
Saulty-l'Arbret	10,500
Rattentout and Cheppy	121,211
Abainville	150,000
	738,524

APPENDIX A

Following is a sample of light railway statistics in the British Army:

	Week Ending (1918)			
	Jan. 25	*Feb. 1*	*Feb. 7*	*Feb. 14*
A. *Daily Tonnage Chart*				
(1) Total daily tonnage (Army area)				
(2) Daily tonnage, B Section				
(3) Daily tonnage, C Section				
(4) Daily tonnage, X Section				
B. *Weekly Traffic Chart*				
(1) Total weekly tonnage (Army area)	26,525	22,530	25,262	23,643
(2) Total weekly tonnage, B Section	9,985	8,866	9,262	9,696
(3) Total weekly tonnage, C Section	9,320	7,847	9,020	7,840
(4) Total weekly tonnage, X Section	7,220	5,817	6,980	6,107
(5) Total weekly ton miles (Army area)	144,187	156,558	221,121	178,483
(6) Total weekly ton miles, B Section	48,395	37,046	59,290	62,421
(7) Total weekly ton miles, C Section	58,117	83,947	97,453	68,731
(8) Total weekly ton miles, X Section	37,675	35,565	64,378	47,331
(9) Total loaded wagon trips (Army area)	4,565	3,818	4,408	3,684
(10) Total loaded wagon trips, B Section	1,586	1,526	1,614	1,392
(11) Total loaded wagon trips, C Section	1,627	1,136	1,465	1,235
(12) Total loaded wagon trips, X Section	1,352	1,156	1,329	1,057
(13) Total loaded wagon miles (Army area)	24,281	20,359	24,797	29,053
(14) Total loaded wagon miles, B Section	7,983	6,781	7,895	6,411
(15) Total loaded wagon miles, C Section	9,506	7,562	9,185	6,557
(16) Total loaded wagon miles, X Section	6,792	6,016	7,717	6,085
C. *Weekly Loco. Coal Consumption Chart*				
(1) Total coal used (Army area)	221.5	204.2	213.05	189.35
(2) Coal used, B Section	59.6	45.4	51.8	45.5
(3) Coal used, C Section	85.25	88.2	91.8	87.25
(4) Coal used, X Section	76.65	70.6	69.4	56.6
(5) Total loco. miles (Army area)	10,530	8,714	9,608	8,084
(6) Total loco. miles, B Section	3,035	2,608	2,972	2,401
(7) Total loco. miles, C Section	3,976	3,102	3,847	3,289
(8) Total loco. miles, X Section	3,519	3,004	2,789	2,394
(9) Lbs. coal per loco. mile (Army ar.)	47.1	52.5	48	52
(10) Lbs. coal per loco. mile, B Section	44	39	38	42
(11) Lbs. coal per loco. mile, C Section	48	64	53	59.4
(12) Lbs. coal per loco. mile, X Section	48.7	52	55	52
(13) Lbs. coal per gross ton miles (Army area)	3.4	3	2.7	3.3
(14) Lbs. coal per gross ton miles, B Section	2.7	2.7	2.9	2.5

	Week Ending (1918)			
	Jan. 25	*Feb. 1*	*Feb. 7*	*Feb. 14*
(15) Lbs. coal per gross ton miles, C Section	3.2	2.3	2.2	3.2
(16) Lbs. coal per gross ton miles, X Section	4.4	4.4	3.3	3.9
(17) Lbs. coal per loco. hour (Army area)	139	140.8	127.9	152.4
(18) Lbs. coal per loco. hour, B Section	116	104.6	110.1	120.7
(19) Lbs. coal per loco. hour, C Section	145	165.5	132.8	177.6
(20) Lbs. coal per loco. hour, X Section	155	145.7	123.1	151.2
D. *Weekly Loco. Oil Consumption Chart*				
(1) Pts. cyl. oil per 100 miles (Army area)	3.1	3.8	2.8	3.2
(2) Pts. cyl. oil per 100 miles, B Section	2.47	2.7	2.3	2.2
(3) Pts. cyl. oil per 100 miles, C Section	2.96	4.3	1.9	1.9
(4) Pts. cyl. oil per 100 miles, X Section	3.2	4.3	4.9	4.6
(5) Pts. eng. oil per 100 miles (Army area)	3.5	3.8	3.2	2.5
(6) Pts. eng. oil per 100 miles, B Section	2.94	2.7	2.4	2.8
(7) Pts. eng. oil per 100 miles, C Section	3.32	4.3	3.4	3.3
(8) Pts. eng. oil per 100 miles, X Secton		4	4	3.9
E. *Locomotive Performance*				
(1) Total loco. hours (Army area)	3,565	3,252	3,854	2,776
(2) Loco. hours, B Section	1,145	969	1,053	844
(3) Loco. hours, C Section	1,317	1,197	1,548	1,101
(4) Loco. hours, X Section	1,103	1,086	1,253	831
(5) Total loco. standing time				326
(6) Total loco. standing time, B Section				102
(7) Total loco. standing time, C Section				160
(8) Total loco. standing time, X Section				64
(9) Loco. miles per loco. hour (Army area)	3	2.7	2.5	2.9
(10) Loco. miles per loco. hour, B Section	2.7	2.7	2.8	2.8
(11) Loco. miles per loco. hour, C Section	3	2.6	2.5	3
(12) Loco. miles per loco. hour, X Section	3.2	2.8	2.2	3
(13) Avg. gross ton miles per loco. per day (Army area)	841	559	670	501
(14) Avg. gross ton miles per loco. per day, B Section	838	352	633	563
(15) Avg. gross ton miles per loco. per day, C Section	1,092	799	926	622
(16) Avg. gross ton miles per loco. per day, X Section	611	339	461	353
(17) Loaded wagon miles per loco. hour (Army area)	5.6	4.6	4.9	4.7

	Week Ending (1918)			
	Jan. 25	*Feb. 1*	*Feb. 7*	*Feb. 14*
(18) Loaded wagon miles per loco. hour, B Section	4.4	3.7	4.6	4.2
(19) Loaded wagon miles per loco. hour, C Section	7.4	6.4	5.8	5.6
(20) Loaded wagon miles per loco. hour, X Section	4.7	1.3	4.8	4.1
(21) Avg. loco. train load (Army area)	27.3	26.4	29.1	26
(22) Avg. loco. train load, B Section	24.9	21	21	25.5
(23) Avg. loco. train load, C Section	38	45	38.6	29.8
(24) Avg. loco. train load, X Section	17	15	25.5	22.6
(25) No. of locos. under repairs (Army area)	9	8	4	10
(26) No. of locos. under repairs, B Section	3	4	2	6
(27) No. of locos. under repairs, C Section	3	2	1	2
(28) No. of locos. under repairs, X Section	3	2	1	2
(29) No. of locos. in steam per day (Army area)	33	40	38	37
(30) No. of locos. in steam per day, B Section	9	10	9	10
(31) No. of locos. in steam per day, C Section	12	15	14	14
(32) No. of locos. in steam per day, X Section	12	15	15	13
(33) Miles per loco. in steam per day (Army area)	45.5	32	38	35
(34) Miles per loco. in steam per day, B Section	48	37	47	57
(35) Miles per loco. in steam per day, C Section	47	29	39	34
(36) Miles per loco. in steam per day, X Section	42	28	26	26
F. *Weekly Tractor Performance and Consumption Chart*				
(1) Total tractor hours (Army area)	2,324	2,183	2,878	1,727
(2) Total tractor hours, B Section	892	913	1,607	789
(3) Total tractor hours, C Section	437	412	580	291
(4) Total tractor hours, X Section	995	858	691	647
(5) Total miles per tractor hour (Army area)	2.6	2.3	1.2	2.7
(6) Total miles per tractor hour, B Section	2.3	2.3	1.2	2.6
(7) Total miles per tractor hour, C Section	2.9	2.3	1.5	2.8
(8) Total miles per tractor hour, X Section	2.9	2.3	1.2	2.7
(9) Avg. gross ton miles per tractor per day (Army area)	413	237	245	226.2
(10) Avg. gross ton miles per tractor per day, B Section	519	328	306	328
(11) Avg. gross ton miles per tractor per day, C Section	248	144	157	158
(12) Avg. gross ton miles per tractor per day, X Section	401	216	242	181

APPENDIX A

	Week Ending (1918)			
	Jan. 25	*Feb. 1*	*Feb. 7*	*Feb. 14*
(13) Loaded wagon miles per tractor hour (Army area)	2.8	2.1	2.2	2.6
(14) Loaded wagon miles per tractor hour, B Section	3.5	2.3	2.7	2.7
(15) Loaded wagon miles per tractor hour, C Section	1.4	1.3	1	2.5
(16) Loaded wagon miles per tractor hour, X Section	2.8	2.4	2.3	2.6
(17) Average tractor train load (Army area)	13.6	10.8	11	12.6
(18) Average tractor train load, B Section	19.1	11.8	12	14.6
(19) Average tractor train load, C Section	11.7	10	11.4	13
(20) Average tractor train load, X Section	10.3	10.1	10	10.5
(21) Avg. daily No. trcts. under repairs (Army area)	23	20	13	14
(22) Avg. daily No. trcts. under repairs B Section	4	3	4	4
(23) Avg. daily No. trcts. under repairs C, Section	1			4
(24) Avg. daily No. trcts. under repairs X Section			5	6
(25) Avg. daily No. trcts working (Army area)	23	27	25	29
(26) Avg. daily No. trcts. working, B Section)	9	9	9	10
(27) Avg. daily No. trcts. working, C Section	5	6	6	7
(28) Avg. daily No. trcts working, X Section	9	12	10	12
(29) Miles per trctr. in service per day (Army area)	28	27	27	23
(30) Miles per trctr. in service per day, B Section	34	33.5	32	30
(31) Miles per trctr. in service per day, C Section	22	24	20	19
(32) Miles per trctr. in service per day, X Section	26	24	28	21
(33) Gals. petrol per mile (Army area)	0.52	0.54	0.61	0.46
(34) Gals petrol per mile, B Section	0.71	0.61	0.61	0.46
(35) Gals. petrol per mile, C Section	0.51	0.56	0.73	0.82

APPENDIX A

	Week Ending (1918)			
	Jan. 25	*Feb. 1*	*Feb. 7*	*Feb. 14*
(36) Gals. petrol per mile, X Section . .	0.39	0.44	0.54	0.27
(37) Lubricating oil in pts. per 100 miles (Army area)	24	21.8	28	22.2
(38) Lubricating oil in pts. per 100 miles, B Section	34	29	27.5	21.5
(39) Lubricating oil in pts. per 100 miles, C Section	28	21.1	34.4	33.8
(40) Lubricating oil in pts. per 100 miles, X Section	16	13.7	25.4	17

APPENDIX A

And the following is a sample of the Statistics in the American Army:

D L R & R—CONDENSED OPERATING STATISTICS BY WEEKS

A. Facilities

1—Toul	*April 28–July 6*	*July 7–Sept. 14*	*Sept. 15–Nov. 16*	*Nov. 17–Dec. 14*
Av. kms. operated	56	133	330	393
Av. locos. avail.—Steam	7	18	52	55
Av. locos. avail.—Gas	11	16	31	29
Av. locos. avail.—Total	18	34	83	84
Av. cars avail. —U.S.A.	60	200	600	720
Av. cars avail. —French	60	190	310	180
Av. cars avail. —German			10	10
Av. cars avail. —Total	120	390	920	910
Av. locos. avail. —per km. (tot)	.32	.26	.25	.21
Av. cars avail. —per km. (tot)	2.6	2.9	2.8	2.3
Av. opert. personnel	230	350	900	1170

2–A-S Line	*July 7–Sept. 14*	*Sept. 15–Nov. 16*	*Nov. 17–Dec. 14*
Av. kms. operated	22	30	30
Av. locos. avail.—Steam	7	16	13
Av. locos. avail.—Gas	5	5	8
Av. locos. avail.—Total	12	21	21
Av. cars avail. —U.S.A.	90	140	110
Av. cars avail. —Fr. and Ger.			10
Av. cars avail —Total	90	140	120
Av. locos. avail. per km. (tot)	.55	.70	.70
Av. cars avail. —per km. (tot)	4.1	4.7	4.0
Av. operat. personnel	40	220	240
Av. locos. stored for distrib.			
—Steam	10	11	2
—Gas	12	26	8
—Total	22	37	10
Av. cars stores for distrib.			
—U.S.A.	20	40	160
—German			30
—Total	20	40	190

3–Rattentout	*Aug. 30–Nov. 16*	*Nov. 17–Dec. 14*
Av. kms. operated	66	79
Av. locos. avail.—Steam	10	21
Av. locos. avail.—Gas	4	7
Av. locos. avail.—Total	14	28
Av. cars avail.—U.S.A.	60	87
Av. cars avail.—French	60	23
Av. cars avail —Total	120	110
Av. locos. avail. per km. (tot)	.21	.35
Av. cars avail. per km. (tot)	1.8	1.4
Av. operat. personnel	190	300

APPENDIX A

From Official Report of the Director of Light Railways

"For a period of two days, November 5th and 6th, Co. "F" of the 14th Engineers (LR), stationed at Rattentout, with a little assistance from Co. "E," 14th Engineers at Mooseneck, completely rationed the 33rd, 35th, and 81st Divisions or approximately 75,000 men. With 14 steam engines and two tractors available they handled in one day 120 cars or 600 tons of rationing in addition to part of their ordinary traffic which averaged at that time 700 tons per day. The average haul on these ration trains was 18 k.ms., some of them going as far as Hattonchatel, others to Belrupt. Ninety (90) percent of this business was handled by "F" Company; about 10% of the cars being handled to final destination by "E" Company at Mooseneck, this in one day, on rations alone. This Company of light railway troops relieved the roads of approximately 250 round trips of 36 k.ms. by motor truck, or 9,000 truck k.ms. of traffic."

Maximum Daily Tonnage. A–S Line

"The maximum daily tonnage on the A–S Line was handled on October 26, 1918, when 2,266 tons, divided as follows, was handled:

Ammunition	180
Misc. L. R. Material	347
L. R. Ballast	1,510
Army tonnage	40
L. R. Coal	10
Personnel	10
Rations	5
Water	24
Road Material	130
Total	2,266

"In this service there were engaged 5 officers, 228 men, and equipment listed below

20 steam engines
3 35 H.P. gas engines
195 20 ft. cars "

APPENDIX B

Letters of Commendation

Marlborough House,
August 16th, 1917.

Dear Mr. Laughlin:

I have had the honor of submitting to Queen Alexandra your letter of yesterday's date and am desired by Her Majesty to ask you to convey to the Ambassador her sincere thanks for his kind words.

It was a great pleasure to Her Majesty to witness the march past of the four Regiments of American Engineers, at Buckingham Palace yesterday.

I am to say how much Her Majesty was impressed with the splendid appearance of the men and that she will always remember the interesting occasion when she had the first opportunity of seeing the soldiers of the United States, our gallant Allies.

Believe me,

Yours sincerely,
Henry Streatfeild.

(Col. Sir Henry Streatfeild, K.C.V.O.)
(Private Sec. to H. M. Queen Alexandra)

Headquarters American Expeditionary Forces
France, November 22, 1917.

From: The Commander-in-Chief.

To: Headquarters Railway Engineer Regiments with B.E.F.
G.H.Q., 1st Echelon, B.E.F.

Subject: Commendation of work of 14th Engineers.

1. The commendation of the H.Q., VI Corps Q., B.E.F., on the excellent work of the 14th Engineer Regiment has been noted with satisfaction by the Commander-in-Chief, A.E.F.

2. The papers in question have been placed on record at these headquarters.

3. It is directed that this be published to the regiment in question.

By direction:

J. G. Harbord,
Chief of Staff.

APPENDIX B

2/1/27

1st Ind.

Hq. Amer. Rwy. Engr. Regts, with B.E.F., G.H.Q., 1st Echelon, B.E.F., Nov. 29/17—To Commanding Officer, 14th Engineers (Rwy) U.S.A:

1. Forwarded, for his information and guidance, and I take this occasion to say that I have recently seen a number of British Officers under whom the Railway Regiments on the British Front are serving, and they, one and all, expressed a lively satisfaction with the results that have been obtained by the regiments. While this of course was expected, it is a pleasure to have it so highly confirmed as it was.

2. It is requested that the matter be made the subject of a General Regimental Order.

W. C. Langfitt,
Brig.-General,
Commanding

Third Army (North)

With reference to your minute No. 45 of the 27th instant forwarding copy of the VI Corps Commander's appreciation of the work done by Light Railways.

I wish to very heartily congratulate you and all those working under you on the magnificent work they have done; and also on the splendid and efficient way in which you are carrying on at present under the most difficult circumstances.

I forwarded your minute to the D.G.T. and attached copy of his remarks.

(Sgd) G. H. Harrison,
Brig.-General,
D.L.R.

G.H.Q.
31st March 1918.

D.L.R. (through D.D.G.T. (3)

This is a very handsome acknowledgment of the very fine performance which your lads of all ranks put up, and I am very pleased that this high appreciation of their efforts has been recorded, and wish to add my own very cordial appreciation and thanks thereto.

(Sgd) S. D. A. Crookshank,
Brig.-General,
Acting D.G.T.

APPENDIX B

30–3–18
S.L.R. (M) Third Army (N)
L.R.C.E., Third Army
C.O., 14th U.S. Engineers (Rly) A.D.L.R. Third Army North
C.O. 9th Battn., C.R.T.
O.C., 31st L.R.O. Coy—thro' S.L.R. (M)
O.C., 13th Canadian L.R.O. Coy—thro' S.L.R. (M) No. 3440
O.C., 701st Labour Company. Date 2–4–18

The enclosed copy of letter from the Director of Light Railways is forwarded for your information.

Will you please convey to all ranks the congratulations of the D.G.T. and the Director of Light Railways on the excellent work they have performed during the present operations.

Please also convey to them my own high appreciation of the way in which they have carried out their duties under trying conditions.

A. S. LeFevre,
Lieut.-Colonel
A.D.L.R., Third Army (N)

G.E.O.
A.D.L.R.
Third Army.

C.O. 14th Engineers, U.S. Army

I have received the following from the G.O.C., VI Corps:—

"I desire to convey to you and all ranks under your orders my admiration of the splendid service which you and they have rendered in connection with Corps Light Railways. Thanks to the untiring energy of officers, N.C.O.'s. and men, who have risen to the occasion in a manner beyond all praise, and their gallantry, much of what might otherwise have fallen into the enemy's hands has been saved."

A. Haldane,
Lieut.-General,
Commdg., VI Corps.

25/3/18

I should like to add my own appreciation of the excellent services rendered by the Officers, N.C.O's. and Men, of the Light Railway Services of this Army Directorate, in connection with the present operations. Will you be good enough to acquaint all Ranks serving under you of the appreciation accorded to their untiring services.

A. S. LeFevre
Lieut.-Colonel
A.D.L.R.,
Third Army North

APPENDIX B

GENERAL ORDER

No. 16

1. The following letter dated April 6th from the Commander-in-Chief, A.E.F., is published for the information of this command:

"The Commander-in-Chief has noted with great satisfaction the fine conduct of the officers and men of your regiment during the recent German offensive, as testified to by the British Army and Corps Commanders.

By Command of General Pershing:

(Sgd) Frank C. Burnett
Adjutant-General"

By order of Colonel Wooten:
J. F. Everett,
2nd Lt., 14th Engineers (Ry)
Adjutant

Confidential

A.D.L.R., Third Army,
(Through C.L.R.O., VI Corps)

Reference your confidential letter No. 3574, dated 15–5–18, the Corps Commander wishes me to inform you that your letter is being forwarded to the Third Army with a view to the excellent work of Colonel Wooten and all ranks of the 14th Regt. U. S. Engineers (Railway) being brought to the notice of the Commander-in-Chief of the American Army.

Will you please express to Colonel Wooten the thanks of the Corps Commander for the most excellent work done by all ranks of the 14th Regiment during their stay in the Corps Area. The Corps Commander would be glad if this could be made known to all concerned.

(Sgd) B. Tullock,
Brig.-General
D.A.&Q.M.G., VI Corps

17–5–18

18–5–18

C. O.,
14th Engineers U.S.A.

I am directed by the Corps Commander, VI Corps, to express to you his thanks for the most excellent work done by all ranks of the 14th Regiment during their stay in the Corps Area.

The Corps Commander would be glad if this could be made known to all concerned.

A. S. LeFevre,
Lieut.-Colonel,
A.D.L.R.,
Third Army

APPENDIX B

Director of Light Railway,
D.G.T. Camp,
A.P.O. S.33,
21st May, 1918.

Dear Colonel Wooten:

I am extremely sorry that your Regiment should have left us after such a long time, but hope my Directorate will be lucky enough to work with you all again in the near future.

I am so glad that some of your Officers and men have got immediate awards, which they so very fully deserve after the magnificent work that all ranks have done since you first joined us, and more especially during the intensive period in March and April.

I should be glad if you would very kindly convey my appreciation to you Officers and other ranks.

Again expressing the hope that we may soon be working together again.

Yours most sincerely,

J. H. Harrison,
Brig.-General

O. C. United States Railway Coy.
Vendroux.

I beg to express to you my appreciation of the excellent work effected by your unit in localising the fire in my Depot.

It was, I understand, largely due to their strenuous and admirable efforts that considerable further damage was prevented.

W. S. Stock
Lieut.-Colonel,
C.R.E.S.O. (N).

13–6–18

O. C.,
No. 14 American Railway Coy. Engineers.

Will you please accept and convey to those under your command my warmest appreciation of the services rendered by them in assisting to quell the serious outbreak of fire which occurred in the British Forage Depot at Vendroux on the 4th instant.

Their services were much appreciated by me and those under my command.

F. W. Radcliffe,
Brig.-General,
Base Commandant.

Calais.
6th June 1918.

APPENDIX B

General Headquarters British Armies in France

6th August 1918.

Dear Colonel Guppy,

I very much regret, owing to pressure of work, I was unable to come to Calais and personally wish you and your Regiment good-bye before you left us.

I am now writing to tell you how much the valuable work done by your Regiment is appreciated, and of the continuous good reports which were received of your work, both on the Light Railways and Standard Gauge.

Wishing you and your officers and men all good luck in the future,

I remain,

Yours sincerely,

S. D. L. Crookshank.

War Department, Office of the Engineers, Washington

August 16, 1918.

From: The Chief of Engineers.

To: The Commanding Officer,
14th Engineers, American Expeditionary Forces, France.

Subject: Commendation.

1. The commendation of the 14th Engineers by the Commanding General of the 6th Army Corps of the British Expeditionary Forces is a source of pride to the Corps of Engineers and myself. The conduct of Private Arbuckle, Ricketts, Parkinson, Jr., and Terrell for which they received the British Military Medal is a further exemplification of the appreciation by the commissioned and enlisted personnel of this regiment of the ideals of the Corps of Engineers.

2. I am sure that during the continuance of the present conflict the 14th Engineers, by its bravery and devotion to duty, will earn many more honors for itself. Will you extend to Private Arbuckle, Ricketts, Parkinson, Jr., and Terrell my congratulations.

W. M. Black
Major-General

APPENDIX B

Headquarters 81st Division.
American Expeditionary Forces.
18 November, 1918.

From: Assistant Chief of Staff, G–1.
To: Commanding Officer, Detachment 14th Engineers, Ratttenout, Meuse.

Subject: Light Railways.

1. The Commanding General desires me to express to you his appreciation of the excellent service rendered this Division by your organization while in the Belrupt sector.

2. Although working under vexing and difficult circumstances, your trains never failed to bring up our needed supplies, and Officers and men showed themselves always ready and willing to do more than was normally expected of them.

3. Much of the credit for our recent success is due to the efficiency of the auxiliary services and not least of these is the light railways.

4. With this in mind, the Division Commander is glad to acknowledge his personal indebtedness to the 14th Engineers.

Geo. W. Maddon,
Lieut.-Col., General Staff
Asst. Chief of Staff
G–1

Office of Chief Ordnance Officer, A.E.F. Tours.

Feb. 9th, 1919.

From: Brig.-Gen. John H. Rice, C.O.O., A.E.F.
To: Lt.-Col. Lovett, 14th Engineers.

Subject: 14th Engineers.

1. The work done by the 14th Engineers in operating, maintaining and extending the light railways in handling ammunition in First Army Sector is something of which they all may be very, very proud.

2. Not only that, but in many cases extending and operating parts of the Broad gauge which it was necessary to operate.

3. The assistance of this regiment to the Ordnance Department in their ammunition as well as the masterly way they have attacked and overcome all difficulties has been an excellent achievement.

John H. Rice,
Brig.-General,
C.O.O., A.E.F.

APPENDIX B

American Expeditionary Forces
G.H.Q., Sec. 4, G.S., 25 Feb. 1919.

From: Commander-in-Chief, American Expeditionary Forces.
To: Colonel A. T. Perkins, Engrs., U.S.A., Director of Light Railways.
Subject: Commendation.

1. The Chief Engineer, American Expeditionary Forces, has advised me that your services, valuable as they are to our Armies in France, can be of still greater value to the United States at large. Orders will therefore soon issue directing your return to the United States in order that you may there resume the duties which you left in 1917 to join the 14th Regiment Engineers (Railway) then being organized for service in France.

2. Under these circumstances I would be neglectful of a duty and would be denying myself a pleasure should I fail to extend my appreciation and personal thanks to you and, through you, to the officers and soldiers comprising the Light Railway Service of the American Expeditionary Forces. Without detracting in the least degree from the accomplishment of our gallant troops who were directly engaged in combat with the enemy, the records, in due time, will show that the successful outcome of the war would not have been achieved had it not been for the singleness of purpose, the unity of effort, the loyalty and the self-sacrificing devotion to duty of those manning the all-important services of transportation, construction and supply behind the firing lines. When the chronicles of these services are written, no page will be more brilliant than that recounting the work of the Light Railways.

3. I recognize the indebtedness of the forces under my command to the sound wisdom which characterized the concept and the bold daring which was displayed in the execution of the plans for the development and operation of our Light Railway System. To you personally, in your capacity as General Manager and more recently as Director of Light Railways, is due no small portion of the credit for an achievement not surpassed, in its class, on any other sector of the Allied Front. The extent to which light railways were used was one of the outstanding features of the war. This means of transportation was eventually employed on a scale scarcely before approached in the history of warfare. It will ever be a source of pride and gratification to you and to those who labored with you, that your contribution to this arm of the service was not without its effect in winning the final victory.

4. Please accept for yourself and your associates my heartiest congratulations on the well-earned success that has crowned your efforts, and be assured that my best wishes for an even greater measure of accomplishment go with you on your return to civil life. By order of the Commander-in-Chief:

Geo. Van Horn Moseley,
Brigadier General, G.S., Asst. Chief of Staff, G-4

The following is from General Haldane who commanded the Sixth British Corps while the Fourteenth Engineers were attached to it:

"I have been asked to write a few words for the History of the 14th Engineers (L.R.) during the World War. I feel highly honoured that I should have been

chosen to do so, more especially because the three companies of the regiment possess the proud distinction of being the first troops of the United States of America to arrive at the Front in France.

"Only those who took part in the earlier phases of the great struggle and lived through the unceasing strain that characterized the operations on the Western Front can understand the intense relief and satisfaction with which the arrival of the American troops was welcomed.

"I well remember the morning in August, 1917, when I paid my first visit to the new arrivals, for I was the Commander of the fortunate Corps, holding the line just south of Arras, to which the 14th Engineers were attached. I was told how all the officers and men hailed from New England, and that, within actually less than two months from the date of their enlistment from civil life, they found themselves 'at the front.' I imagine that so early an appearance in the field of any organized unit of any of the numerous armies that were engaged must have been unique.

"At the time the 14th Engineers came under my command our failure to recognize earlier the urgent need for light railways was being repaired, but the personnel necessary to operate them was lacking. The arrival, however, of our comrades from across the Atlantic, speedily changed the aspect of affairs in this respect; and soon in many directions trains were carrying men, supplies and material from the railhead at Boisleux-au-mont to the vicinity of the forward trenches.

"The summer of 1917 passed quietly on our front, but was followed early in 1918 by the tremendous effort made by the Germans to break through the British lines and reach the sea. The VIth Corps, which was still holding the trenches south of Arras and faced the extreme right of the German attack, bore its full share in the trying events of those March and April days. The oncoming wave of Germans bore down for a time all endeavours to oppose it, and when, at length, it was brought to a standstill, the light railways on the front of the Corps, from railhead to the forward trenches had changed hands. Now was the opportunity for the 14th Engineers who, at this critical moment proved that, while they could operate railways with all the skill required, they could as readily handle a rifle and share in the greater dangers of the firing line. I can vividly recall my Chief Engineer, Brigadier-General Harvey, reporting to me how stubbornly the 14th Engineers had taken part with the British infantry in helping to stem the onrush of the German troops, and my pride in having those gallant New Englanders under my command.

"In May, 1918, I regretfully bade goodbye to the 14th Engineers, who left my Corps to serve on the Marne, at St. Mihiel and in the Argonne. Thereafter several divisions of American troops were temporarily attached to my command; but, much as I admired their soldier-like qualities, which made me hope that we should stand shoulder to shoulder in the battles still to come, the first place in my heart for American troops will always be held by the gallant 14th Engineers or, as my men—who shared my admiration for the New England Regiment—used affectionately to call them, 'the 14th American R.E's (Royal Engineers.)'

(Sgd) "Aylmer Haldane

Baghdad 25th February, 1922."

APPENDIX C

OFFICERS' ROSTER

Original Officers

William P. Wooten	*Colonel*		
Albert T. Perkins	*Lieutenant-Colonel*		
Layson E. Atkins	*Captain*	Adjutant	Reg. Hdq.
Henry Loinsen	*Captain*	Supply Officer	Reg. Hdq.
Ralph Bradley	*Captain*	Engineer Officer	Reg. Hdq.
Albert P. Clark	*Captain*		Med. Detachment
Albert W. Ghorayeb	*1st Lieutenant*		Med. Detachment
John S. Hodgson	*1st Lieutenant*		Med. Detachment
Frank J. Bailey	*1st Lieutenant*		Den. Detachment
Benjamin W. Guppy	*Major*		1st Battalion
Albert B. Cole	*Captain*	Adjutant	1st Battalion
Charles W. Lewis	*Captain*		Company "A"
Lewis E. Gilson	*1st Lieutenant*		Company "A"
James H. Hustis, Jr.	*1st Lieutenant*		Company "A"
Otis B. Ruggles	*2nd Lieutenant*		Company "A"
Frank C. Pelletier	*Captain*		Company "B"
Alonzo T. Hoyle	*1st Lieutenant*		Company "B"
Frank W. Rourke	*1st Lieutenant*		Company "B"
Charles J. Ferguson	*2nd Lieutenant*		Company "B"
William L. Post	*Captain*		Company "C"
David E, Hayes	*1st Lieutenant*		Company "C"
Robert Sturgeon	*1st Lieutenant*		Company "C"
Benjamin B. Whitney	*2nd Lieutenant*		Company "C"
Dwight S. Brigham	*Major*		2nd Battalion
Edward P. Morrison	*Captain*	Adjutant	2nd Battalion
Robert G. Henderson	*Captain*		Company "D"
Edward H. Smith	*1st Lieutenant*		Company "D"
Ernest D. Collamer	*1st Lieutenant*		Company "D"
George M. Trumbull	*2nd Lieutenant*		Company "D"
Louis de B. Lovett	*Captain*		Company "E"
Charles M. Burr	*1st Lieutenant*		Company "E"
Alvah W. Race	*1st Lieutenant*		Company "E"
James A. Cunningham	*2nd Lieutenant*		Company "E"
Frank P. Paten	*Captain*		Company "F"
James S. Hawley	*1st Lieutenant*		Company "F"
John M. Townsend	*1st Lieutenant*		Company "F"
John O. Taber, Jr.	*2nd Lieutenant*		Company "F"

APPENDIX C

Returning Officers

Louis de B. Lovett	*Colonel*		
Henry W. Jones	*Captain*	Adjutant	Reg. Hdq.
Theodore C. Thogerson	*Captain*	Supply Officer	Reg. Hdq.
Charles M. Burr	*Captain*	Engineer Officer	Reg. Hdq.
Alphonse J. Stude	*Captain*	Personnel Officer	Reg. Hdq.
Walter R. Beaudette	*1st Lieutenant*	Chaplain	Reg. Hdq.
Dallas E. Abraham	*Captain*		Med. Detachment
Bernard Benkendorf	*1st Lieutenant*		Med. Detachment
Louis Schultze	*1st Lieutenant*		Den. Detachment
Edgar B. Pitts	*Captain*		1st Battalion
Charles J. Ferguson	*1st Lieutenant*		1st Battalion
Otis B. Ruggles	*1st Lieutenant*		Company "A"
Oscar Marcoux	*2nd Lieutenant*		Company "A"
Frank C. Pelletier	*Captain*		Company "B"
Daniel R. Higgins	*1st Lieutenant*		Company "B"
John W. Brackett	*1st Lieutenant*		Company "B"
Robert Sturgeon	*Captain*		Company "C"
Albert E. Libby	*1st Lieutenant*		Company "C"
Austin A. Fahey	*2nd Lieutenant*		Company "C"
Robert G. Henderson	*Major*		2nd Battalion
George M. Trumbull	*Captain*		2nd Battalion
Walter R. Moynihan	*1st Lieutenant*		2nd Battalion
Charles R. Welch	*Captain*		Company "D"
Patrick F. Kendrick	*2nd Lieutenant*		Company "D"
Alvah W. Race	*Captain*		Company "E"
Michael J. Dowd	*1st Lieutenant*		Company "E"
John M. Townsend	*Captain*		Company "F"
Bethel C. Wilkerson	*1st Lieutenant*		Company "F"
George G. MacMillan	*2nd Lieutenant*		Company "F"

Officers Joining and Leaving the Regiment in France

Roland E. Skeel	*Major*	Med. Detachment
Michael M. Nolan	*Captain*	Med. Detachment
Michael J. Sheahan	*Captain*	Med. Detachment
William J. Kenefick	*1st Lieutenant*	Med. Detachment
Madison W. Banton	*Captain*	Reg. Hdq.
James F. Everett	*1st Lieutenant*	Reg. Hdq.
Joseph S. Guppy	*2nd Lieutenant (Inf.)*	Reg. Hdq.
Arthur E. Peters	*Captain*	1st Battalion
Vivian R. Irvine	*Captain*	Company "A"
William C. Peters	*1st Lieutenant*	Company "A"
E. La Favor	*2nd Lieutenant*	Company "D"
Edwin R. Thomas	*1st Lieutenant*	Company "F"

APPENDIX D

REGIMENTAL ROSTER

Names in Italic type were members of the original organization.
Those shown in roman type are replacements.
*Commissioned in France.
†Wounded
‡Died in France.
§Decorated or cited.

The only records available for this roster have been copies of the rosters leaving the United States in 1917 and leaving France in 1919. Endeavors to locate official lists of those wounded and cited have been unsuccessful. It is accordingly inevitable that there will be errors and omissions, but every effort has been made to have the list as complete as possible.

Name	*Rank*	*Co.*
Abell, Howard A.	Priv.	A
Abrams, Harry	Priv.	D
Adams, Joe M.	Priv.	F
Adamson, Jean B.	Priv.	F
Adolph, William T.	Priv.	D
Ahern, Edward F.	Priv.	E
Ahern, James E.	Priv. 1st cl.	A
Akins, Thomas P.	Priv.	C
Akins, William H.	Priv.	B
Albright, Charles	Priv.	F
Alcott, Wm. J., Jr.	Priv. 1st cl.	E
Alexander, Jas. W.	Priv. 1st cl.	B
Alexander, Martin	Priv. 1st cl.	D
**Alfaro, Rafael*	Corp.	B
Algunas, Peter	Priv.	D
Allen, Lawrence C.	Priv.	E
§*Allen, John F.*	Sgt.	F
Allen, Thomas H.	Priv.	C
Althouse, James R.	Priv.	C
Ames, Wallace B.	Priv. 1st. cl. Rgt. Hqs.	
Amos, Luther M.	Priv.	C
Anderson, Albert	Priv.	A
Anderson, Arthur M.	Priv. 1st. cl	E
Anderson, Carl H.	Priv.	E
Anderson, Ernst H.	Priv.	D
Anderson, Howard H.	Priv.	B
Anderson, Wm. R.	Sadler	A
Angus, Clarence E.	Priv. 1st cl.	F
Arbaugh, Jos. F.	Priv.	D
§*Arbuckle, Thos. L.*	Corp.	A
Arnold, Alfred W.	Mess. Sgt.	E
Arnold, Frederick L.	Priv.	A
Arthur, Stanley W.	Priv. 1st cl.	E
**Aspinwall, Thos. G.*	Supply Sgt.	D
Atkins, Thomas R.	Bugler	C
Aucker, Ernest G.	Priv.	A
Austin, Harold C.	Bugler	D
Austin, Howard B.	Priv. 1st cl.	A
Auterman, Louis T.	Priv.	D
Axtman, Albert J.	Wagoner Rgt. Hqs.	
Babcock, Glenn C.	Priv.	D
Backus, Arthur J. W.	Priv. 1st cl.	A
Bacon, Bert E.	Priv.	E
Bagdasarian, Harry	Bugler	B
Baffon, John J.	Priv.	A
Bailey, Daniel B.	Priv. 1st cl.	E
Bailey, George D.	Priv.	A
Bains, William H.	Priv.	E
Baker, Clarence E.	Priv. Hqs. 2nd Bn.	
Baligian, Puzant A.	Priv. 1st cl.	D
Ballew, Chas. E.	Priv.	A
**Ballou, Donald E.*	Supply Sgt.	F
Bangs, Paul P.	Priv. 1st cl.	A
Banks, Leonard T.	Corp.	F
Bannister, Frank L.	Priv.	B
Bannon, John J	Priv. 1st cl.	A

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Name	*Rank*	*Co.*
**Banton, Madison W.*	Sgt. 1st cl.	C
Barber, Herbert R.	Priv.	D
Barkdull, Verde L.	Priv.	D
§*Barker, Herbert H.*	Sgt.	F
Barnes, Lee J.	Priv.	F
Barrett, Arthur L.	1st Sgt.	B
Barrett, Clarence J.	Priv.	D
Barrett, Edgar B.	Priv. 1st cl.	D
Barrett, Harry G.	Priv. 1st cl.	B
‡Barrett, James M.	Priv.	A
Barrickman, JohnE.	Priv.	B
Barris, Alden J	Sgt.	B
Barry, Norbert	Priv. 1st cl.	B
Bartlett, Alden T.	Priv. 1st cl.	A
Bartlett, Elmer C.	Priv. 1st cl.	E
Bartlett, Herbert L.	Priv. 1st cl.	C
Barto, Horace Y.	Priv.	A
Basa, Nathanial J.	Priv.	A
Bass, Walter P.	Priv.	C
Baxter, Thomas J.	Sgt. 1st cl.	B
Baxter, Weston D.	Priv.	D
Bazinet, Donat	Priv. 1st cl.	E
Beadling, James N.	Priv.	B
Beall, Charles F.	Priv.	D
Beans, Charles E.	Priv. 1st cl.	C
Becker, Emil A.	Priv. 1st cl.	C
Bedell, Leroy B.	Corp.	B
Beebe, Frank M.	Cook	E
Beebee, Frederick P.	Priv.	D
Beesley, Wm. C.	Priv.	B
§†*Beirne, Michael J.*	Priv. 1st cl.	D
Beitzel, George E.	Priv.	B
Belcher, Everett M.	Priv.	B
Beliveau, Arthur	Cook	C
Bell, Herman R.	Priv.	D
**Bell, John B*	Sgt.	E
Bell, William F	Priv.	C
Benka, Robert E.	Priv.	F
Benner, Harold E.	Priv. Hqs. 2d Bn.	
Bennett, Albert J.	Priv.	C
Bennett, David	Priv.	A
Bennett, Frank, Jr.	Priv. Rgt. Hqs.	
Benoit, Aldor J.	Priv.	E
Benson, Eugene E.	Corp.	A
Bentley, Kenneth	Priv.	E
Benton, Albion M.	Priv.	A
Benz, Charles H.	Priv.	D
Berg, Carl	Sgt.	F
Bernier, Roland J.	Priv.	A
Berry, Leo J.	Corp.	A
Besanko, George F.	Priv. 1st cl.	D
Betters, George A.	Cook	D
Beyer, Henry L.	Priv.	D
Bickford, Edward P.	Corp.	B
Bigwood, William F.	Priv.	C
Bigwood, Robert E.	Priv.	C
Bilidt, Peter L.	Priv.	F
Bingham, Daniel R.	Corp.	B
Bird, Henry J.	Corp.	A
Bischoff, Otto F.	Wagoner	B
Black, John P. H.	Priv. 1st cl.	D
Blair, Edward L.	Corp.	D
Blakely, Howard G.	Priv.	D
Blakeman, Albert G.	Priv.	B
†*Blanchfield, John A.*	Corp.	E
†*Bligh, Joseph*	Priv. Hqs. 2d Bn.	
Blood, Raymond J.	Priv. 1st cl.	E
Blowers, Arthur	Priv. 1st cl.	A
Bobkier, Ernest I.	Priv.	A
Boivin, Roger A.	Corp.	C
Bolduc, Charles J.	Priv. 1st cl.	C
Boli, Robert F.	Priv.	B
Bolt, Edwin	Priv.	F
Bonnell, Willard E.	Wagoner	C
Books, Jacob M.	Priv.	C
Boozang, James M.	Priv. Rgt. Hqs.	
Boschert, EdwardF.	Priv.	C
Boswell, Harrison	Priv.	C
Boudreau, Frank P.	Priv. 1st cl.	C
Bowe, Edward F.	Priv.	A
Bowe, Edward J.	Priv.	A
Bowen, Don M.	Priv.	B
Bracey, Frank A.	Priv. Rgt. Hqs.	
Brackett, Charles F.	Priv. 1st cl.	A
**Brackett, John W.*	Sgt. 1st cl.	B
Bracy Bertram C.	Corp.	A
Brader, Wade H.	Priv.	E
Brainerd, Reg'ld M.	Priv. 1st cl.	E

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Name	*Rank*	*Co.*
Braker, Walter W.	Priv.	E
Bray, John F.	Priv.	A
Brean, Lloyd F. Mr.	Eng.	Hqs.
	Jr. Gr.	1stBn.
Brenton, John D.	Priv.	A
Bresnahan, Wm. J.	Sgt.	D
Brett, Edward W.	Wagoner	A
Brewer, Clarence R.	Priv.	C
Bridgford, Ernest W.	Sgt.	A
Briggs, John I., Jr.	Priv. 1st cl.	C
Briggs, Wilber O.	Cook	B
Brinkley, Charles W.	Priv. 1st cl.	D
Brisson, Leon F.	Priv. 1st cl.	C
Broadbent, Chas. E.	Priv. 1st cl.	E
Brochu, Alfred J.	Priv.	A
Brodeur, Arthur	Corp.	D
Bronson, Earl C.	Priv.	C
Brooks, David E.	Sgt.	F
Brotchie, Everett A.	Priv. 1st cl.	A
Brown, Francis E.	Corp.	D
Brown, Joseph A.	Corp.	F
Brown, Mahlon P.	Priv.	C
Brown, Sam F.	Mechanic	Rgt. Hqs.
§*Brown, Seth H.*	Sgt. 1st cl.	F
Browne, William H.	Priv. 1st cl.	A
Bryan, Joseph A.	Sgt.	F
Bryant, Fred C.	Priv.	F
Bryant, Robert C.	Priv.	C
Buckley, Timothy J.	Sgt.	F
Bucknam, Frank W.	Sgt.	B
Bugbee, Walter H.	Priv.	E
Bulcao, William A.	Sgt.	Med. Det.
Bullard, George M.	Priv. 1st cl.	D
Burdick, Abie	Corp.	A
Burgess, Frank J.	Priv. 1st cl.	C
Burgess, Samuel H.	Cook	A
Burgess, Wayne	Priv.	Rgt. Hqs.
Burke, Clayton R. Jr.	Priv. 1st cl.	E
Burke, Frederick J.	Priv. 1st cl.	D
Burke, John J.	Priv.	D
Burke, John W.	Priv. 1st cl.	C
Burke, Joseph F.	Priv.	D
Burke, Melville P.	Priv.	A
Burley, John A.	Priv. 1st cl.	Med. Det.
Burns, Eliot	Priv 1st cl.	Med. Det.
Burns, George J.	Priv.	D
Burns, George R.	Sgt.	B
Burton, Russell M.	Priv.	Hqs. 2d. Bn.
Bush, Wm. H	Priv.	D
Bussey, Donald	Priv.	B
Bussiere, Oscar G.	Priv. 1st cl.	F
Butler, Elmer L.	Priv.	D
Butler, William A.	Stable Sgt.	A
Buttner, Albert H.	Priv.	A
Buxton, Perley H.	Priv.	B
Byers, Raymond C	Priv.	A
Byrne, Wm. E.	Priv. 1st cl.	A
Byrnes, Walter C.	Corp.	D
Byron, Chester L.	Priv. 1st cl.	A
Bythrow, Roy G.	Priv.	B
Cahoon, Peter J.	Priv. 1st cl.	B
Cairnes, Daniel J.	Priv.	F
Caliguri, Domanico	Priv. 1st cl.	F
Callahan, James M.	Priv. 1st cl.	A
Callanan, Joseph E.	Priv. 1st cl.	D
Cameron, George H.	Corp.	B
Campbell, Albert J.	Priv.	C
Campbell, James W.	Corp.	C
Campbell, Ray J.	Priv.	B
Campbell, Robert	Sgt. 1st cl.	F
Cannon, William B.	Priv.	B
Canon, Elmer E.	Priv.	B
Carey, Edward F.	Priv. 1st cl.	D
Carey, Walter L.	Priv.	C
Carleton, Albert W.	Wagoner	B
Carlino, Frank A.	Priv.	A
Carlson, Carl R.	Sgt.	B
Carlson, Charles A.	Priv.	A
Carney, Bernard A.	Priv. 1st cl.	D
Carney, John D.	Priv. 1st cl.	B
Carroll, Louis W.	Priv.	A
Carson, Walter E.	Sgt.	E

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Name	*Rank*	*Co.*
Carter, James P.	Priv.	A
Casey, Martin L.	Priv. 1st cl.	Med. Det.
Cassidy, Mathew F.	Priv.	F
Cassie, Lewis A.	Priv. 1st cl.	A
Cate, Andrew R.	Corp.	B
Cavanaugh, John P.	Priv. 1st cl	F
Cavaner, L. Z.	Priv.	C
Caulfield, Patrick	Priv.	B
Centofante, Patsy	Priv.	C
Chadbourne, James F.	Sgt.	C
Chandler, Orville G.	Priv.	A
Chaplin, Wm. F.	Priv. 1st cl.	C
Chapman, Howard E.	Priv.	A
Chard, George W.	Priv.	D
Chase, Harold C.	Priv. 1st cl.	B
Chase, Wm. L.	Wagoner	A
Chasse, Edward	Priv. 1st cl.	B
Cheney, Charles W.	Priv. Rgt. Hqs.	
Childs, Herman M.	Priv. 1st cl.	B
Chittenden, Harley W.	Priv. 1st cl.	D
Chouinard, Geo. E.	Priv.	E
†*Christian, Jas. B.*	Priv. st cl.	F
Christie, Wm. E.	Priv. 1st cl	C
Church, George T.	Priv.	A
Cirdelli, James	Priv.	A
Clancy, James B.	Priv.	B
Clark, Harold E.	Corp.	B
Clark, Harry	Cook	F
Clark, James L.	Priv.	F
Clark, Paul V.	Corp.	B
Clark, Thomas E.	Priv.	B
Clary, Walter F., Jr.	Priv.	F
Clay, Arthur M.	Priv. Hqs.	2nd Bn.
Clemens, Fred	Priv. 1st cl.	A
Clement, Elkie J.	Priv. 1st cl.	Rgt. Hqs.
Clifton, Frank A.	Priv.	F
Cobb, Earland S.	Wagoner	Rgt. Hqs.
Coburn, Harold W.	Priv.	A
Cochrane. Earl P.	Priv.	B
†*Cochrane, James H.*	Priv.	F
Cody, Thomas F.	Sgt.	D
Cody, William F.	Priv.	B
Cohane, John W.	Priv. Med.	Dep.
Colburn, Kenneth D.	Priv. 1st cl.	A
Cole, George E.	Priv. 1st cl.	F
Coleman, Edward E.	Priv. 1st cl.	C
Coles, Ray N.	Priv. 1st cl.	D
**Collier, Robert T.*	Corp.	B
Collins, Arthur B.	Priv.	C
Colwell, Charles	Priv. 1st cl.	C
Conant, Harold	Priv. 1st cl.	E
Conant, Thomas G.	Horseshoer	A
Concidine, Thos. P.	Priv. 1st cl.	E
Conlan, George T.	Priv. 1st cl.	A
Conley, John E.	Priv. 1st cl.	C
Conley, John J.	Priv. 1st cl.	C
Connell, Edward X.	Priv.	D
Connelly, Christopher G.	Priv. 1st cl.	A
Connelly, Lawrence F.	Priv. 1st cl.	E
Connelly, Michael J.	Priv.	D
Connolly, Patrick W.	Sgt. 1st cl.	F
Connor, Gerald A.	Corp.	B
Conrad, Martin R.	Priv. 1st cl.	E
Constantine, Roscoe A.	Corp.	C
Conway, Harry E.	Sgt.	A
Conway, John A.	Priv.	A
Cook, Chester E.	Wagoner	Rgt. Hqs.
Cook, George W.	Priv.	D
Cook, Harry A.	Priv. 1st cl.	F
Cook, James	Priv.	E
Cook, William H.	Priv.	B
Cooke, Herschel E.	Bn. Sgt. Maj.	Hqs 1st Bn.
Coolbaugh, Earl H.	Corp.	E
Cooley, George H.	Priv.	C
Cooper, John S.	Priv.	C
Copeland, Leslie L.	Priv.	F
Cordukes, Earl R.	Priv.	D
Corley, Clarence T.	Priv.	C
Cornelius, John J.	Priv.	A
Cosgrove, George C.	Priv.	C

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Name	*Rank*	*Co.*
Cossette, Arthur P.	Priv. 1st cl.	A
Costello, Walter J.	Priv.	B
Cottam, Harry H.	Priv.	C
**Coughlan, Arthur C.*	Mr. Engr.	Rgt.
	Jr. Gr.	Hqs.
Coughlan, Harry J.	Mr. Engr.	Hqs.
	Sr. Gr. 2nd	Bn.
Courier, William G.	Priv.	E
Cowan, George P.	Priv.	C
Cowls, Seth L.	Priv. 1st cl.	E
Cox, Everett T.	Priv.	D
Coyne, John A.	Priv. 1st cl.	C
Coyne, John J.	Priv.	B
Craft, Guy C.	Corp.	D
Crahan, Edward P.	Priv.	D
Craig, David A.	Priv. 1st cl.	A
Creighton, James G.	Priv. 1st cl.	A
Cromwell, John R.	1st Sgt.	A
Crooks, William L.	Priv. 1st cl.	Rgt.
		Hqs.
Crosby, Walter E.	Priv. 1st cl.	D
Crouse, Earl	Priv.	D
Crowe, Howard A.	Stable Sgt.	F
Crowell, Edward S.	Priv. 1st cl.	C
Crowley, Daniel F.	Priv.	A
Crozier, Joseph B.	Priv. 1st cl.	C
Cruickshank, Clayton E.	Corp.	F
Cryan John J.	Priv. 1st cl.	Hqs.
		2d Bn.
Cunningham, George F.	Priv. 1st cl.	B
Curley, Henry G.	Priv. 1st cl.	B
Currie, Frederick G.	Corp.	F
Curtin, John F.	Corp.	F
Curtin, John R.	Corp.	F
Curtis, William H.	Priv. 1st cl.	C
Cyr, Mitty A.	Priv.	A
Dach, Leo J.	Priv.	E
Dailey, Frank B.	Corp.	E
Dailey, Charles B.	Priv.	C
Daly, Frank J.	Priv.	F
Daly, Gratten T.	Priv.	D
Damon, John E.	Sgt. 1st cl.	E
Danhoff, John J.	Priv.	D
Danner, Abraham H.	Priv.	F
Dansereau, Wm. J.	Corp.	B
Davies, Roland A.	Corp.	D
Davignon, Cyrille	1st Sgt.	F
Davis, Arthur P.	Priv.	E
Davis, Chester H.	Cook	C
Davis, Edward	Priv.	E
**Davis, Lawrence*	Sgt. 1st cl.	A
Davis, Maurice E.	Sgt.	A
Davis, Robert A.	Saddler	D
Day, Harold C.	Corp.	A
Deardon, Frank	Priv. 1st cl.	F
Dechantel, Charles	Priv. 1st cl.	D
Degrasse Louis J.	Priv.	D
Delasko, Rudolph	Mr. Engr.	Hqs.
	Jr. Gr.	2d Bn.
Delellis, Frederick	Priv.	A
DeMarco, Angelo J.	Priv.	C
DeMass, William F.	Priv.	D
Denbroeder, Raymond H.	Horseshoer	F
Denton, Clarence H.	Priv. 1st cl.	E
Dermody, Richard J.	Corp.	F
Desens, Arthur R.	Priv.	A
Dever, Joseph P.	Corp.	B
Devlin, James J.	Priv.	F
Dewhirst, Wm. R.	Wagoner	D
Dexter, William A.	Priv.	A
Dickey, Edward E.	Corp.	A
Dickinson, Ed. L.	Mess Sgt.	D
Dickson, Wm. E.	Priv. 1st cl.	A
Dine, Sidney	Priv.	B
Dineen, John J.	Priv.	A
Dion, Arthur L.	Priv.	F
Dirck, Robert O.	Priv.	D
Dixon, Walter W.	Priv.	D
Dobell, Ceylon J.	Priv.	F
Dobbins, Samuel	Cook	Rgt. Hqs
Dobson, Hiram O.	Priv.	C
Docherty, Edward L.	Sup. Sgt.	D
Dodgers, Fred W.	Corp.	F
Doiron, Adrian	Horseshoer	C

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Name	*Rank*	*Co.*
Dolan, Frank J.	Priv.	F
Dolan, Henry C.	Priv. Rgt. Hqs.	
Dole, James H.	Priv. 1st cl.	C
Dole, Leander A.	Cook Hqs. 1st Bn.	
Dolley, Albert H.	Priv.	C
Donnelly, Wm. F.	Sgt. Hqs. 1st Bn.	
Donovan, Jeremiah A.	Sgt.	D
Donovan, John J.	Stable Sgt.	B
Donovan, John M.	Corp.	A
Donovan, Thomas J.	Corp. Hqs. 1st Bn.	
Donovan, Wm. J.	Priv. 1st cl.	C
Douville, Ernest A.	Priv. 1st cl.	B
Doolittle Warren W.	Priv. 1st cl.	E
Dougherty, Leon A.	Priv.	A
Doughty, Hartley L.	Priv.	D
Douglass, Chas. H.	Priv. 1st cl.	C
Dow, Glen J.	Cook	F
**Dowd, Michael J.*	Sgt. 1st cl.	E
Dowdell, Ralph E.	Corp.	B
Downing, Ernest L.	Priv. 1st cl.	B
Downing, Howard A.	Priv.	B
Downs, Alfred	Corp.	C
Doyle, Frank L.	Cook	D
Doyle, Thomas J.	Priv.	A
Dozier, Denver R.	Priv.	B
Drake, Ralph C	Priv.	A
Drapeau, Anthony	Priv. 1st cl.	E
Drew, Harold S.	Priv. 1st cl.	A
Dry, Harry L.	Priv.	B
Duffy, Charles F.	Cook	E
Duffy, John J.	Priv.	E
Duffy, Fred A.	Priv. 1st cl.	B
Duffy, George W.	Wagoner	C
Duffy, Robert E.	Priv. 1st cl.	E
Dugan, Lawrence T.	Priv	E
Dumke, Paul T.	Priv. Rgt. Hqs.	
Dunnigan, George O.	Priv.	D
Dunsmore, Philo C.	Priv.	C
Durkin, James A.	Priv.	E
Durkin John L.	Priv.	E
Dusold, Edward H.	Wagoner	E
Dwyer, Claude F.	Priv.	E
Dwyer, Kevin	Priv.	A
Dyer, Joseph	Sgt.	E
Ebersole, Clinton H.	Priv.	C
Eckert, Claude L.	Priv.	E
Eckert, Joseph P.	Priv.	E
Eckroth, Charles E.	Priv.	C
Eddy, Russell	Sgt.	A
Edge, James H.	Corp.	E
Edmunds, Alvin B.	Priv.	B
Elliott, George P.	Priv. 1st cl.	A
Elliott, Joseph E.	Priv.	F
Ellis, Malon D.	Priv. 1st cl.	C
Ellsworth, Carl K.	Priv.	E
Elms, Archer F.	Priv. 1st cl.	B
Elwell, Roy F.	Priv.	E
Emerson, George W. 3rd	Priv.	E
Emmons, Everett E.	Priv.	C
Engels, Nick P.	Priv.	A
Engstrom, Axel C.	Priv.	D
†*Entwhistle, Ralph T.*	Wagoner	E
Epperson, James V.	Priv. 1st cl.	B
Epps, Roy M.	Priv.	A
Erickson, Harry D.	Priv. Hqs. 1st Bn	
Ershen, Rudolph	Priv.	E
Erny, Louis B	Priv.	E
Estey, Roland H.	Priv. 1st cl.	A
Evans, Frank W.	Sgt.	E
Evans, Philip G.	Priv. 1st cl.	A
Evans, Valentine B.	Cook	B
Everett, Edwin	Priv.	E
**Everett, James F.*	Rgt. Sgt. Maj.	Rgt. Hqs.
Fagan, William F.	Corp.	F
Fagerquist, Axel L.	Priv. 1st cl.	D
Fagrie, Gary	Rgt. Sup. Sgt.	Rgt. Hqs
**Fahey, Austin A.*	Sgt. 1st cl.	F
Fahey, James P.	Sgt.	D
Fahrenkamp, Wm. H.	Priv.	D

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Name	*Rank*	*Co.*
Falk, Harold S.	Priv. 1st cl.	A
Falklam, Otto C.	Priv.	E
Falo, Guerino	Priv.	B
Faraday, Robert L.	Priv.	C
Farmer, Warren A.	Priv. Med.	Det.
Farrell, Wm. D.	Priv. 1st cl.	E
†*Fay, John J.*	Priv. 1st cl.	A
Feeley, Robert J.	Priv. 1st cl.	F
Feldman, Peter H.	Priv.	E
Fenwick, Joseph E.	Priv.	D
Ferrick, Myles J.	Priv.	B
Fida, Domenico	Priv.	B
Fielding, Edson E.	Sgt.	D
Fielstra, John	Priv.	E
Fifield, Leston M.	Priv.	A
Figari, Joseph	Priv.	E
Fine, Harry	Priv.	Rgt. Hqs.
Finley; James J.	Corp.	C
Finn, Frank P.	Priv. 1st cl.	B
Finn, James B.	Corp.	B
Finneran, Edw. J.	Priv.	B
Fitzgerald, James J.	Corp.	E
Fitzgerald, Patrick	Supply Sgt.	B
Fitzgerald, Wm. F.	Priv.	D
Fitzmaurice, John E.	Priv. 1st cl.	E
Fitzpatrick, Harvey	Priv.	D
Fitzpatrick, Jos. C.	Priv.	E
Flaherty, Jos M.	Priv. 1st cl.	C
Flaherty, Wm. C.	Priv. 1st cl.	F
Flavin, William P.	Wagoner	Hqs. 1st Bn.
Flavin, Wright W.	Priv.	C
Fleming, Howard M.	Priv. 1st cl.	B
Fleming, James A.	Priv.	F
Fleming, James E.	Priv.	E
Fleming, Wm. D.	Priv. 1st cl.	D
‡*Fletcher, Arthur M.*	Sgt. Maj.	Hqs. 1st Bn.
Fletcher, Raymond A.	Priv.	D
Fletcher, Wm. J.	Sgt.	B
Flexser, Jacob D.	Priv.	F
Flint, Ira G.	Wagoner	A
Flurie, Maurice L.	Priv.	E
Flynn, Thomas F.	Priv.	A
Flynn, William	Priv.	A
Foisy, Maurice J.	Saddler	B
Foley, Michael J.	Priv. 1st cl.	Rgt. Hqs.
Foley, Philip	Priv.	D
Folino, Antonio F.	Priv.	A
Formino, Farro	Priv.	E
Forsey, George	Priv.	D
Foss, Edmund C.	Priv.	B
Foss, Edwin C.	Priv.	B
Foster, Gilbert	Priv.	A
Foutz, Albert A.	Priv.	E
**Fowler, John E.*	Wagoner	B
Fox, Frank J.	Priv.	B
Fox, Hiram H.	Sgt. 1st cl.	D
Francis, Dozier C.	Priv.	A
Francis, Norman W.	Priv. 1st cl.	D
Frederick, John F.	Priv.	F
Freeman, George O.	Priv. 1st cl.	C
Freeman, Hedges S.	Priv.	E
Freund, Arthur	Priv. Med.	Det.
Friberg, Carl R.	Priv. Rgt.	Hqs.
Friberg, Roy	Priv. Rgt.	Hqs.
Frisbie, Kimball S.	Sup. Sgt.	C
Froling, Morgan T.	Priv. 1st cl.	E
Fry, George	Priv.	Hqs. 2nd Bn.
Frye, George H.	Corp.	A
Fuchs, Herman	Priv.	F
Fuhrer, Robert P.	Priv.	C
Fuiten, Fred	Priv.	B
Fuller, Allie H.	Priv. 1st cl.	A
Fuller, Harry L.	Wagoner	D
Fulton, Everett P.	Corp.	Hqs. 1st. Bn.
Fyfe, John S.	Priv. Med.	Det.
**Fyler, William P.*	Sgt.	D
Gagne, Wilfred L.	Priv. 1st cl.	B
Galbraith, George	Priv.	E
Galbreath, Clarence E.	Priv.	C

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Name	*Rank*	*Co.*
Galiano, Philip A.	Rgt. Sup. Sgt.	Rgt. Hqs.
Gallagher, Edw. F.	Priv.	B
Gallagher, Frank E.	Priv. 1st cl.	D
Gallagher, James M.	Priv.	D
Gallant, Anthony	Priv. 1st cl.	C
Gallerdo, Juan	Priv.	A
Galliher, Geo. M.	Priv.	F
§*Galvin, John W.*	Saddler	F
†*Galvin, Martin J.*	Priv.	E
Gamble, Wm F.	Priv.	E
**Gardner, Everett E.*	Bn. Sgt. Maj.	Hqs. 2d Bn.
Garner, William G.	Corp.	E
Garrah, Frank T.	Priv.	E
Gastauer, Victor W.	Priv.	D
Gately, James J.	Priv.	B
Gaudrault, Lucien P.	Priv. 1st cl.	A
Gauthier, Almon I.	Mr. Engr. Sr. Gr.	Rgt. Hqs.
Gavin, Francis J.	Priv. 1st cl.	D
Gaw, Russell F.	Priv.	D
Geals, Harry A.	Priv.	B
George, Walter A.	Priv. 1st cl.	F
German, George S.	Sgt. 1st cl.	D
Gibbons, Charles	Priv.	F
Gibby, John L.	Corp.	A
Gielsler, Otto C.	Priv.	B
Gifford, Walter H.	Priv.	E
Gilbert, Frederic H.	Priv. 1st cl.	E
Gildersleeve, Earl J.	Priv.	E
Gilhuly, Peter L.	Mess Sgt.	E
Gillen, James H.	Priv. 1st cl.	D
Gillis, Hugh A.	Wagoner	B
Gillis, James C.	Priv. 1st cl.	F
Gilman Jay A.	Priv.	F
Gindrat, Nortman R.	Wagoner	Rgt. Hqs.
Giovannucci, Joseph	Priv.	F
Gipson, William C.	Priv. 1st cl.	D
Glenn, Ernest C.	Priv.	B
Glennon, James M.	Corp.	D
Glick, Harry L.	Priv.	A
Gochanour, Myerl C.	Priv.	B
Godbyr, Ralph W.	Wagoner	F
Godin, Joseph C.	Priv. 1st cl.	B
Goldberg, Morris	Priv.	F
Gollnik, Ernest	Priv. 1st cl.	D
Goldspink, Clarence L.	Priv.	E
Goodfellow, John R.	Priv.	F
Goodin, Lewis C.	Priv.	E
Goodreau, Frank	Priv. 1st cl.	C
Gordon, Harry	Priv.	A
Gordon, Harry A.	Sgt.	C
**Gordon, Philip*	Sgt. 1st cl.	Med. Det.
Gorman, Edwin M.	Priv.	D
Gorr, Mike A.	Priv.	A
Gosselin, Athanase A.	Priv. 1st cl.	B
Gould Arthur A.	Mess Sgt.	B
Gould, Spurr K.	Cook	D
Goyette, Fred E.	Bugler	C
Grabowski, Joseph	Priv.	E
Grace, Edward R.	Corp.	E
Graf, Eugene A.	Priv.	E
Graf, John H.	Priv.	A
Graham, George W.	Priv. 1st cl.	C
Grantham, Ferdinand M.	Priv.	B
Grant, Arthur G.	Priv. 1st cl.	D
Gray, Arthur E.	Cook	Hqs. 2d Bn.
Gray, James	Cook	E
Greeley, John W.	Sgt. 1st cl.	B
Green, Robert	Priv.	F
Green, William V.	Priv.	F
Greene, William L.	Priv. 1st cl.	A
Greenleaf, Bertram M.	Priv.	D
Greeleaf, John L.	Priv.	B
Gremley, Francis J.	Priv.	D
Grimmer Richard H.	Priv.	C
Grochawsky, Frank J.	Priv.	E
Grogan, Albert J.	Priv.	F
Gross, Harry O.	Priv.	E
Grossman, Harry H.	Priv.	B

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Name	*Rank*	*Co.*
Grover, Christopher W.	Priv.	C
Grozier, Joseph B.	Corp.	C
Grundemann, William F.	Priv.	E
Guerry, Marcus L.	Priv. 1st cl.	B
Guest, Harry	Priv.	D
Guimond, George M.	Sgt. 1st cl.	E
Guitson, William	Priv.	C
Gunn, John W.	Sgt.	C
§**Guppy, Joseph S.*	Mr. Eng.	Rgt.
	Sr. Gr.	Hqs.
Gurney, John G.	Corp.	D
Gurney, Lester R.	Wagoner	Med. Det.
Gustafson, Carl E.	Corp.	F
Guthrie, Robert M.	Priv.	F
Guyette, Albany A.	Priv. 1st cl.	B
Guyette, William H.	Priv. 1st cl.	B
Haas, Ernest D.	Corp.	A
Hackett, John T.	Priv.	B
Hackley, David F.S.	Priv.	E
Hageman, Simon R.	Priv.	D
Haggerty, James L.	Sgt.	E
§*Hale, Lawrence H.*	Sgt.	E
Haley, John B.	Sgt. 1st cl.	A
Hall, Robert W.	Sgt.	C
Halpin, Maurice J.	Priv.	C
Hammond, Hugh H.	Priv.	C
Hammond Ollie A.	Priv.	D
Handy, Daniel H.	Priv. 1st cl.	D
Hanken, Joseph H.	Sup. Sgt.	B
Hanley, Bert	Wagoner	Med. Det.
Hannah, Robert W.	Mr. Eng.	Hqs.
	Jr. Gr.	1st Bn.
Hannah, Walter	Priv. 1st cl.	E
Hannum, Earl R.	Wagoner	C
Hansen, Meyer C.	Priv. 1st cl.	C
Hanson, Henry O.	Corp.	A
Hanutke, John	Priv.	C
Harden, Archie A.	Priv.	B
Hardin, Walter	Priv. Med.	Det.
Harlow, Edgar J.	Priv. 1st cl.	C
Harmer, Paul L.	Sgt. 1st cl.	E
Harnois, Arthur J.	Corp.	C
Harradon, Leslie A.	Priv. 1st cl.	C
Harrigan, James J.	Priv. 1st cl.	B
Harrington, Alfred M.	Priv.	D
Harrington, Francis A.	Corp.	E
Harris, Edward R.	Priv.	E
Harris, Harvey T.	Priv.	C
‡*Harris, Raymond W.*	Priv.	E
Harrwaldt, Leonard F.	Priv.	B
Hart, Jack	Priv.	C
Hart, James J.	Priv. Hqs.	1st Bn.
Hartle, Anthony A.	Priv. 1st cl.	E
Hartle, Thomas A.	Priv.	E
Hartnett, Francis H.	Priv.	B
Hartney, George H.	Priv. 1st cl.	F
Harvender, Henry N.	Priv. Hqs.	1st Bn.
Haskell, Alton J.	Priv. 1st cl.	D
Haupt, Cecil E.	Priv. 1st cl.	Med. Det.
Hawkins, Edwin G.	Priv.	F
Haworth, Herbert A.	Priv.	A
Hayes, Frank J.	Bugler	D
Hayes, James A.	Priv.	A
Hayes, Lawrence C.	Sgt.	A
Hayes, Timothy J.	Priv. 1st cl.	F
Hayes, William J.	Priv.	B
Haynes, Joseph H.	Priv.	B
Hayward, Frank P.	Priv. 1st cl.	D
Hazeltine, Fred A.	Priv.	A
Healy, Daniel T.	Priv. 1st cl.	E
Healy, William N.	Priv. 1st cl.	C
Heath, Clayton N.	Priv. 1st cl.	C
Hedberg, George J.	Corp.	D
Hedtler, Arthur	Cook	A
Heeney, Greenwood	Bugler	F
Hefferan, Owen T.	Priv. 1st cl.	F
Heffernan, Myles F.	Supply Sgt.	F
Heider, George L.	Cook Rgt.	Hqs.
Heintz, Fred	Priv.	D
Heintz, Howard R.	Priv.	E

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Name	*Rank*	*Co.*
Heller, Fred A.	Priv.	C
Helms, William G.	Priv.	E
Henrickson, Hiram L.	Priv.	B
Henn, Martin S.	Priv.	B
Hennessey, Jas. T.	Sgt. Rgt. Hqs.	
Hennessey, Wm. J.	Priv.	B
§*Henry, Carl E.*	Priv. 1st cl.	C
Henry, Louis	Mechanic Rgt. Hqs.	
Hepner, Joseph	Priv.	F
Heron, Paul C.	Priv. 1st cl.	D
Herrigel, William	Priv.	C
Heselschwerdt, Fred	Priv.	C
Hesington, Geo. W.	Priv.	E
Hession, Michael A.	Priv. 1st cl.	F
Hickey, P. Jos., Jr.	Corp.	D
Hickey, Thos. A.	Priv.	D
Hickman, Leroy J.	Priv.	A
Hietala, Leonard J.	Priv.	B
Higgins, Clifford H.	Sgt.	C
**Higgins, Daniel R.*	Sgt.	B
Higgins, John J.	Priv.	C
Higgins, Leo W.	Priv. 1st cl.	D
Hilderbrand, Jas. F.	Priv.	B
Hill, Harold F.	Corp.	A
Hill, Philip F.	Priv.	C
‡*Hill, Stanwood E.*	Priv.	A
Hilliard, Cass	Priv. 1st cl.	D
Hilliard, Willard E.	Priv.	D
Hinkley, Frank W.	Priv.	A
Hintzman, Paul E.	Priv.	C
Hodge, John M.	Priv. 1st cl.	C
Hogenson, Fred W.	Priv.	B
Holbrook, Frank L.	Priv. Med. Det.	
Holbrook, Reginald H.	Priv. 1st cl.	D
Holden, Ellsworth V.	Priv.	E
‡*Holden, Jas. A.*	Priv.	E
Holmes, Fred C.	Priv. 1st cl.	D
Holmes, John T.	Corp.	F
Holmes, Oliver W.	Priv. 1st cl.	F
Holmes, Robert L.	Mr. Eng. Jr. Gr. Rgt. Hqs.	

Name	*Rank*	*Co.*
Holmquist, Albert J.	Priv.	C
Holt, Benjamin E.	Priv.	F
Holtz, Robert	Priv.	A
Hope, Harry E.	Priv. 1st cl.	E
Hopkins, John	Sgt.	B
†*Horgan, Edward J.*	Priv.	D
Horgan, John F.	Priv.	B
Horne, Herbert H.	Priv. 1st cl.	F
Horne, James T.	Sgt.	E
Horton, Drayton	Cook	A
Hosman, Frank J.	Priv. 1st cl.	A
Hosmer, George R.	Priv.	E
Hough, William E.	Priv. 1st cl.	E
Howard, Carleton H.	Corp.	A
§*Howard, John L.*	Priv. 1st cl. Med. Det.	
Hoyer, John L.	Priv.	C
Hoyt, Archie	Priv.	D
Hrecuk, Elias	Priv.	F
Hudnell, Ernest G.	Priv. 1st cl.	E
Hudson, Ernest K.	Priv. 1st cl.	A
Hudson, Kitt D.	Priv. 1st cl.	E
Hughes, Earl	Priv.	B
Hughes, George J.	Priv.	D
Hughes, Harley E.	Priv.	E
Hughes, John B.	Priv.	A
Hume, John T.	Sgt. 1st cl.	D
Hunt, Balfour S.	Priv. 1st cl.	B
Hunt, Harold E.	Priv.	E
Hurdy, James F.	Priv.	F
Hurley, William F.	Priv.	E
Hutchins, Charles A.	Wagoner	B
Hynes, John P.	Corp.	C
Igliori, Umberto	Priv.	E
Imhoff, Emil	Priv.	E
Inge, Andrew F.	Priv.	E
Innocent, Harold	Priv.	F
Inskeep, Wm. W.	Priv.	A
Issigonis, Basil	Priv. 1st cl.	D
Jackson, Ben H.	Priv.	A
Jackson, Frederic M.	Priv.	D
Jackson, Hector	Priv. 1st cl.	B
Jackson, William	Priv. Med. Det.	

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Name	*Rank*	*Co.*
**Jacobs, Richard C., Jr.*	Sgt.	B
§*Jacobs, Wesley W.*	Sgt.	C
Jacoby, Benjamin L.	Priv.	C
Jacques, Antonio	Sgt.	B
James, Howard W.	Priv.	F
James, Leonard P.	Sgt.	C
James, William H.	Priv.	A
Jaminet, Joseph C.	Sgt. Rgt.	Hqs.
Janson, Carl A.	Priv. 1st cl.	B
Jeffords, Cornelius	Priv.	F
Jeffrey, Elmer	Priv.	C
Jenkins, James C.	Priv.	C
Jenkins, William	Priv. 1st cl.	A
Jepsen, Martin	Priv.	E
Johns, Levy E.	Priv. 1st cl.	A
Johnson, Carl A.	Priv.	B
Johnson, Clarence E.	Sgt.	D
Johnson, Einer	Priv.	C
Johnson, Harold V.	Priv. 1st cl.	C
Johnson, John	Sgt.	D
Johnson, Oscar	Priv.	C
Johnson, Wm. K.	Priv. 1st cl.	E
Johnston, Arthur L.	Priv. 1st cl.	A
Johnston, George F.	Priv.	F
Johnston, John H.	Priv.	D
Jones, Charles E.	Corp.	E
Jones, Evan P.	Corp.	E
Jones, Frank O.	Corp.	F
**Jones, Henry W.*	1st Sgt.	F
Jones, John R.	Priv.	C
Jones, Joseph W.	Priv. 1st cl.	B
Jordan, Edward F.	Priv.	F
Jordan, Geo. H.	Priv. 1st cl.	F
Jordan, Harold V.	Priv.	F
Josselyn, Daniel M.	Cook	B
Joy, John V.	Priv.	F
Joyce, Joseph J.	Priv. 1st cl.	C
Julian Louis	Priv.	D
Kamphouse, William J.	Priv.	E
Kane, James N.	Priv. 1st cl.	E
Kanneally, James P.	Priv.	B
Karfonta, John J.	Priv.	B
Katz, Samuel J.	Priv.	F
Kavanaugh, Leo J.	Priv.	F
Kaylor, James C.	Priv. 1st cl.	E
Kaylor, Arthur T.	Priv.	F
Kealy, William W.	Sgt. 1st cl.	E
Keck, Harvey I.	Priv.	E
Keck, Walter H.	Priv.	F
Keefe, John P.	Corp.	B
Keegan, John J.	Wagoner	F
Keena, Patrick L.	Priv.	B
Kehoe, Edward M.	Priv. 1st cl.	D
Kelley Edward O.	Priv.	F
Kelley, John J.	Priv. 1st cl.	B
Kelley, Richard M.	Sup. Sgt.	C
Kelley, Walter A.	Priv.	F
Kelly, John L.	Priv.	A
Kelly, Michael H.	Corp.	F
Kelly, Philip H.	Priv.	D
Kendall, Ernest O.	Priv.	D
Kendrick, James R.	Priv.	B
**Kendrick, Patrick F.*	Mr. Eng. Sr. Gr.	Hqs. 1st Bn.
Kennard, Dimomo	Priv.	A
Kennedy,Arthur J.	Priv.	A
Kennedy, Clifton G.	priv. 1st cl.	Rgt. Hqs.
Kennedy, Edward J.	Corp.	F
Kennedy, John J.	Horseshoer	B
Kennedy, Paul	Priv.	D
Kenney, Frank D.	Corp.	B
Kenney, Joe	Priv.	F
Kenney, Maxwell D.	Priv.	B
Keough, James E.	Priv. Rgt.	Hqs.
Kerchinske, Otto	Priv.	B
Keris, Ignatz	Priv.	C
Kerola, Emil A.	Priv.	F
Kerr, Archie.	Priv. 1st cl.	A
‡*Kerr, John E.*	Priv. 1st cl.	C
Ketcham, George C.	Mr. Eng. Jr. Gr.	Hqs. 1st Bn.
Ketchum, A. M.	Sgt.	A
Keyes, John F.	Sgt.	F
Kidder, Leland C.	Corp.	A

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Name	*Rank*	*Co.*
Kierig, Harry P.	Priv.	D
Kilgore, Guy W.	Sgt. Med. Det.	
Killian, Edward S.	Priv.	C
Killian, Frank J.	Priv.	E
Kimble, John H.	Priv.	B
King, James J.	Priv.	D
King, Guy G.	Sgt.	B
Kinney, James H.	Priv.	A
Kinniburgh, Matthew, Jr.	Priv. 1st cl.	F
Kinsey, James K.	Sgt. Hqs. 2d Bn.	
Kirby, James T.	Priv.	E
Klee, Howard	Priv.	B
Klick, James V.	Priv. 1st cl.	F
Knapp, Harold B.	Corp.	D
Knight, John W.	Priv.	E
Koch, George	Priv.	B
Koeniges, Martin C.	Priv.	F
Kohler, Henry A.	Priv.	D
Koller, Daniel J.	Priv.	C
Kramer, Paul F.	Priv.	C
Krawczak, Frank J.	Priv.	A
Krieder, Russell	Priv.	B
Krieger, Frederick W.	Priv.	B
Krueger, Frederick	Priv.	F
Labrie, Joseph D.	Corp.	D
Lachance, Wm. P.	Priv.	F
Lacounte, Joseph E.	Priv. 1st cl.	A
**La Favor, Edward*	1st Sgt.	D
LaFay, William E.	Priv.	B
Lafayette, Lindsay L.	Priv.	B
Lafen, Edward	Priv. 1st cl.	E
La Fond, Calixte	Priv.	B
Lander, Smith A.	Priv.	D
Landers, Charles R.	Priv.	A
Landstrom, Victor E.	Bn. Supply Hqs. Sgt. 1st Bn.	
Lane, Francis H.	Priv.	F
Lane, John F.	Priv.	C
Langford, Cooper H.	Priv.	B
§*Langlois, Arthur A.*	Corp.	C
Lappin, Samuel	Priv.	A
Larabee, Harley H.	Priv.	A
†§*Largess, Clifton R.*	Corp.	D
Larouche, Joseph A.	Wagoner	B
Larre, George A.	Priv.	D
Larsen, Hans P.	Priv.	D
Laskowsky, Julius C.	Priv.	F
Last, Archie I.	Priv.	C
†*Laurie, John M.*	Priv.	D
Lauziere, Joseph W.	Priv. 1st cl.	B
Lawson, Wm. M. B.	Priv.	A
Leach, Charles A., Jr.	Priv. 1st cl.	A
Leach, Norman T.	Wagoner Rgt. Hqs.	
Leard, Wm. H.	Mr. Eng. Hqs. Sr. Gr. 1st Bn.	
‡*Leary, Edward J.*	Priv.	F
Leavitt, Charles W.	Sgt. 1st cl.	F
Leavitt, John O.	Corp.	F
Leavitt, Wm. H.	Priv. 1st cl.	F
LeBlanc, Edward A.	Priv. 1st cl.	A
LeBrun, Alvie A.	Corp.	D
LeDuc, George F.	Sgt. Hqs. 2d Bn.	
Lee, Allie	Priv.	F
Lefko, Andrew	Priv.	B
Legg, James K.	Mr. Eng. Hqs Jr. Gr. 2d Bn.	
Lehner, Joseph W.	Priv.	E
Leibovitz, Myer	Priv.	F
Leisk, Daniel G.	Priv. 1st cl.	A
Leland, Ralph H.	Corp. Hqs. 2d Bn.	
Lembke Herman W.	Priv.	A
Leonard, Ries E.	Priv. 1st cl.	A
Lepper, Wm. H.	Priv.	E
Leprotto, Antonio	Priv.	B
Lewis, Herbert J.	Priv.	E
Lewis, Jacob C.	Priv.	F
Lewis, Merton B., Jr.	Priv. 1st cl.	A
Lewis, Paul H.	Priv.	A
Lewis, William W.	Priv. 1st cl.	C

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Name	*Rank*	*Co.*
L'Heureux, Edw. C.	Priv.	F
**Libby, Albert E.*	Sgt. 1st cl.	C
Libby, Napoleon B.	Priv.	C
Liberty, Albert F.	Priv. 1st cl.	E
Likely, Thomas C.	Priv.	C
Lillie, John	Corp.	F
Lincoln, Leon R.	Priv.	D
Lind, William F.	Priv.	D
Lippschultz, Morris	Priv.	E
Lisch, William M.	Priv.	A
Litten, Daniel R.	Priv.	B
Littlefield, Orville M.	Corp.	A
Lloyd, Harry	Sgt.	A
Locke, George W.	Priv.	E
Lockwood, John W.	Priv.	E
Lodge, Frank E.	1st Sgt.	D
Long, Frank	Priv.	C
Long, Thomas	Priv. Med. Det.	
**Loomis, Charles W.*	Sgt. 1st cl.	B
Lougee, Gilman E.	Corp.	E
Lord, Arthur W.	Corp. Hqs. 2d Bn.	
Love, Ernest J.	Priv.	F
Low, William	Corp.	D
**Lucas, Eugene W. V. C., Jr.*	Corp.	D
Lucey, Harold	Priv.	D
Lucey, Patrick J.	Corp.	B
Luddy, Richard	Priv. Hqs. 2d Bn.	
Ludwig, Harry	Priv.	B
Luffe, Crawford R.	Priv.	E
Lumbert, Archer L.	Sgt. 1st cl.	A
Luneau, Alfred L.	Corp.	B
Lupien, George C.	Priv.	B
Lush, Alfred E.	Priv. 1st cl.	A
Lutz, Howard F.	Priv.	C
Lydon, Mark	Priv. 1st cl.	F
Lynch, David J.	Priv.	B
Lynch, Hubert E.	Wagoner	F
Lynch, William V.	Mr. Eng. Hqs. Jr. Gr. 2d Bn.	
Lyons, Alfred E.	Cook	D
Lyons, John P.	Mr. Eng. Rgt. Sr. Gr. Hqs.	
Lyons, William A.	Priv.	D
MacAuley, Donald D.	Priv. Med. Det.	
MacDonald, John C.	Priv.	F
MacDonald, Paul L.	Corp.	E
MacGaregill, Arthur T. C.	Priv.	D
MacIntosh, Robert W.	Priv.	D
MacIsaac, Andrew J.	Priv. 1s. cl.	D
**MacIsaac, John A.*	Mr. Eng. Sr. Gr. Rgt. Hqs.	
†**MacMillan, Geo. G.*	Sgt. 1st cl.	F
Macomber, Harry R.	Wagoner	D
MacSwan, Geo. S.	Corp.	D
Magdowski, Frank	Priv.	C
Magee, Thomas H.	Priv.	F
Magill, Claude S.	Priv. 1st cl.	E
Mahaney, Chas. E.	Priv.	D
Mahar, Floyd M.	Priv. 1st cl.	C
Mahlberg, Hugo J.	Priv.	D
Mahoney, Daniel P.	Mr. Eng. Jr. Gr. Hqs. 2d Bn.	
Mahoney, Geo. T.	Priv.	A
Mahoney, John	Priv. 1st cl.	A
Mahoney, John J.	Priv. 1st cl.	A
Main, Edwin W.	Corp.	E
Makely, William M.	Priv.	F
Malcolm, Frank E.	Priv. 1st cl. Hqs. 2d Bn.	
Malia, Joseph P.	Priv. 1st cl.	C
Mallard, Chas. L.	Priv.	A
Maloney, Arthur G.	Priv. 1st cl.	F
Manderson, Harold A.	Sgt. 1st cl.	C
Mangan, Bernard J.	Priv. 1st cl.	B
Mangels, Geo. H.	Priv. 1st cl.	E
Manley, John I.	Priv.	E
Mann, Theodore H.	Priv.	B
Mannion, Lawrence J.	Stable Sgt.	E
Manuel, Herman A.	Priv.	C
Manuli, Paolo	Priv.	B
Marceau, Albert F.	Priv.	C
**Marcoux, Oscar*	Sgt. 1st cl.	A

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Name	*Rank*	*Co.*
Mark, Glenn O.	Mechanic	Rgt. Hqs.
Markley, Leo P.	Priv.	E
Markson, Nathan G.	Corp.	F
Maroniuk, Dan J.	Priv. 1st cl.	B
Marquis, Joseph	Priv.	B
Marsh, John	Priv.	B
Marshall, Frank L. Jr.	Priv. 1st cl.	E
Marshall, Samuel A.	Priv.	B
Martin, Clement E.	Priv.	F
Martin, Eugene	Sgt. Rgt. Hqs.	
Martin, Louis E.	Priv. 1st cl.	A
Martin, Patrick J.	Priv. 1st cl.	B
Martins, Jacintho C.	Priv.	D
Martinson, Percy M.	Priv.	D
Matheson, Raymond S.	Priv.	B
Mauney, John O.	Priv.	B
Maxham, Azro G.	Priv.	B
Maxwell, James F.	Sgt. 1st cl. Med. Det.	
May, John H.	Cook Rgt. Hqs.	
Mayette, Edward A.	Priv. 1st cl.	E
Mayo, Dudley P.	Priv. 1st cl.	B
Mayo, Thomas D.	Priv.	D
Mays, Isaac T., Jr.	Corp.	E
McAuliffe, Michael J.	Wagoner Rgt. Hqs.	
McAuliffe, Neil D.	Priv.	D
McBrearty, John J.	Priv. 1st cl.	C
McCaffrey, Mark T.	Priv.	C
McCann, John H.	Corp.	E
McCann, Joseph M.	Priv.	B
McCarthy, John T. M.	Priv.	C
†McCarthy, Patrick	Priv.	D
McCauslin, Luke E.	Priv.	B
†*McCertney, Alonzo H.*	Sgt.	D
McCloskey, Hugh F.	Priv. 1st cl.	C
McCloskey, John A.	Corp.	C
McCormack, Frank J.	Priv. Rgt. Hqs.	
McCrea, Ned Y.	Priv.	D
McCrillis, Clifton A.	Sgt. 1st cl.	A
McCrillis, Lyle R.	Cook	C
McCue, Charles C.	Priv. 1st cl.	F
McCue, Martin J.	Priv.	E
McCulley, Jordan N.	Priv. 1st cl.	C
McCulloch, Samuel I.	Priv. 1st cl.	B
McDade, Wm. S.	Priv. 1st cl.	A
McDermott, Chester E.	Priv. 1st cl.	E
McDermott, Frank J.	Sgt. 1st cl.	D
McDermott, Harold D.	Sgt.	E
McDermott, Howard D.	Sgt.	E
McDonald George P.	Priv.	F
McDonald, James	Wagoner Rgt. Hqs.	
McDonald James F.	Priv.	B
McDonald John C.	Priv.	F
McDonald, Wm. P.	Priv.	E
McDonnell, John J.	Priv.	C
McDonough John	Priv.	A
McDonough, Richard N.	Priv. 1st cl.	F
McDougall, John J.	Priv.	C
McElroy, Maurice J.	Priv.	D
McElroy, Wm. H.	Sgt. 1st cl.	B
McFeely, Malcom G.	Priv.	F
McGarrigle Harry A.	Corp.	C
McGee, John J.	Priv. 1st cl.	D
McGee, Marcus T.	Wagoner	E
McGinley, Robert L.	Priv.	F
McGlashan, David	Priv. 1st cl.	F
McGowan, John W., Jr.	Priv.	E
McGrath, Frank M.	Priv.	F
McGrath, John L.	Wagoner	Rgt. Hqs.

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Name	Rank	Co.
McGrath, Marshall H.	Sgt.	C
McGrath, Wm. A.	Priv.	C
McGroarty, Jas. J.	Priv. 1st cl.	E
McGuinness, John F.	Sgt. Rgt. Hqs.	
McGuinness, Michael F.	Priv. Rgt. Hqs.	
McIntosh, Jerome D.	Priv. 1st cl. Hqs. 1st Bn.	
McKay, Malcolm J.	Priv. 1st cl.	D
McKenna, Dennis T.	Corp.	B
‡*McKenney, Everett M.*	Priv.	A
McKenney, George A.	Priv. 1st cl.	E
McKenzie, Wm. D.	Priv.	E
McKeon, James F.	Priv.	E
**McLain, Chester A.*	Corp.	D
McLaughlin Dennis, E.	Corp.	A
McLaughlin, Edward J.	Priv. 1st cl.	C
McLaughlin. Thos. F.	Priv.	F
McLemore, Charles C.	Sgt.	F
McLeod, John B.	Priv.	B
McMahon, Thos. E.	Sgt. 1st cl.	A
McMeekin, Norman A.	Priv. 1st cl.	B
McNamara, Leslie J.	Priv. 1st cl.	F
McNaughton, Herbert C.	Mr. Eng. Sr. Gr.	Rgt. Hqs.
McNicholas, John J.	Sgt.	F
McNulty, Frank J.	Sup. Sgt.	A
McPike, Scott	Priv.	D
McQuarrie, Merrill B.	1st Sgt.	C
McRea, Herbert J.	Priv.	E
McSoley, Harold J.	Priv.	D
Medlyn, John R.	Priv.	C
Meehan, Paul W.	Priv.	B
Meiser, Howard	Priv.	E
Melchiorson, Manus	Priv.	D
Mendo, Peter	Priv.	C
Mercier, Eli A.	Priv.	B
Merk, Carl J.	Priv. 1st cl.	F
Merrigan, John J., Jr.	Priv.	D
Merritt, Albert O.	Priv. 1st cl.	F
Mertz, Wallace G.	Priv.	E
Messier, Arthur J.	Priv. 1st cl.	B
Metzger, Ernest H.	Cook	E
Meyer, Herman W.	Priv.	B
Mickle, Albert D.	Priv. 1st cl.	A
Miles, Edmond J.	Priv. 1st cl.	Hqs. 1st Bn.
Mileson, John H.	Priv. 1st cl.	C
Miller, Charles H. Jr.	Bugler	E
Miller, Harry	Wagoner	E
Miller, Herbert J.	Priv.	D
Miller, Homer R.	Priv.	D
Miller, Luther A.	Priv. 1st cl.	A
Miller, Rheuel N.	Priv.	B
Milliken, Francis J.	Priv.	F
Miner, Harry	Priv.	B
Misenheimer, William E.	Priv.	B
Misiak, Frank J., Jr.	Priv.	B
Mitchell, Wm. K.	Bn. Sgt. Maj.	Hqs. 2nd Bn.
Monahan, Harry W.	Mess Sgt.	C
Monahan, Patrick J.	Corp.	B
Monroe, Frank L.	Bn. Sup. Sgt.	Hqs. 2nd Bn.
Monroe, Patrick	Priv.	D
Montague, John C.	Priv. 1st cl.	F
Montillo, Mauro	Priv.	C
Mooney, Jos. W.	Priv. Rgt. Hqs.	
Moore, Eugene M.	Priv.	E
Moore, Walter G.	Priv. 1st cl.	Rgt. Hqs.
Moore, Walter V.	Priv.	F
Mordecai, Ivor C.	Priv.	E
Morgan, Edw. J.	Priv. 1st cl.	F
Morgan, John F.	Sgt.	C
Morgan, John H.	Priv.	A
Morin, Cyrille J.	Priv. 1st cl.	B

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Name	*Rank*	*Co.*
Morin, Joseph	Wagoner	D
Morning, Arthur C.	Priv.	D
Morris, Earl G.	Priv. 1st cl.	B
Morris, John	Priv. 1st cl.	E
Morris, Richard C.	Hosp.	Med.
	Sgt.	Det.
Morrison, Harold R.	Cook	B
Morrison, John F.	1st Sgt.	D
Morrissey, James	Priv. 1st cl.	F
Morton, Clarence E.	Priv. 1st cl.	C
Morton, Ralph F.	Priv. 1st cl.	B
Moulton, Carrol L.	Sgt. Hqs. 1st Bn.	
Moulton, Ralph L.	Priv.	E
Moulton, Seth A.	Corp.	C
Mountfort, Chas. L.	Mr. Eng.	Rgt.
	Jr. Gr.	Hqs.
Moynihan, Daniel J.	1st Sgt.	F
Moynihan, Dennis J.	Priv. 1st cl.	E
**Moynihan, Walter R.*	Corp.	D
Mulgrew, Wm. M.	Priv. 1st cl.	Med.
		Det.
Munroe Wm. J.	Corp.	F
Murdock, Joseph J.	Cook	D
Murphy, Arthur D.	Priv. 1st cl.	F
Murphy, David F.	Corp.	C
Murphy, Harold M.	Priv.	C
Murphy, James J.	Priv. 1st cl.	B
Murphy, James L.	Wagoner	Hqs.
		2nd Bn.
Murphy, John F.	Corp.	B
Murphy, Michael E.	Priv.	C
Murphy, Michael J.	Priv.	A
Murphy, Patrick J.	Corp.	D
Murphy, Patrick J.	Priv.	B
Murphy, Roland M.	Priv. 1st cl.	D
Murphy, Thomas	Priv.	A
Murphy, William A.	Sgt.	Rgt. Hqs.
Murphy, William F.	Priv.	F
Murray, Andrew W.	Priv.	E
Murray, Daniel G.	Priv.	F
Murray, Edward W.	Priv.	B
Murray, Harold J.	Priv. 1st cl.	C
Murray, Roderick M.	Priv. 1st.cl.	F
Murray, William	Priv. 1st cl.	A
Muskey, Stephen C.	Priv.	F
Myers, Walter	Priv.	B
Nadeau, Liboire E.	Corp.	A
Nadeau, Sylvio	Priv.	B
Nagle, Frank J.	Sgt.	F
Nagle, John J.	Priv.	B
Neid, John	Priv.	A
Nelson, Arnold F.	Priv.	F
Nelson, James W.	Sgt. 1st cl.	E
Nelson, John B.	Priv.	D
Nelson, Oscar W.	Priv.	B
Neratka, John	Priv.	F
Nesdale, Frank P.	Priv.	Rgt. Hqs.
Neville, John F.	Priv. 1st cl.	A
Nevins, Leo. W.	Priv.	F
Newberg, Nels. C.	Priv.	D
Newell, Edward J.	Wagoner	A
Newman, Wilfred L.	Priv.	B
Newton, Edwin A.	Priv. 1st cl.	B
Ney, Edward M.	Priv. 1st cl.	D
Nicoll, Arthur J.	Wagoner	C
Niedermeier, Chas. H.	Priv.	B
Niles, Robert	Priv.	C
‡Nopple, Harry C.	Priv.	C
Norcross, Evans B.	Corp.	B
**Norcross, Fernando T.*	Mr. Eng. Jr. Gr.	Hqs. 1st Bn.
Normandin, Walter O.	Priv. 1st cl.	D
Norton, Charles	Priv.	F
Nugent, Edward M.	Corp.	B
Nunn, Harry R., Jr.	Priv. 1st cl.	D
Nygard, Emil A.	Priv. 1st cl.	E
§*O'Brien, Edward A.*	Sgt.	D
O'Brien, Frederick W.	Priv.	D
O'Brien, John J.	Wagoner	F
O'Brien, Michael A.	Priv. 1st cl.	D
O'Brien, Thos. W.	Priv.	C
O'Brien, William F.	Priv.	B

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Name	*Rank*	*Co.*
O'Connell, Patrick E.	Corp.	E
O'Connell, Wm. N.	Priv. 1st cl.	A
O'Connor, Frank P.	Priv.	E
O'Connor, Frederick L.	Priv.	F
O'Connor, John J.	Priv.	F
O'Connor, Michael H.	Priv.	C
O'Dell, Frank E.	Priv.	A
O'Donnell, James	Priv.	B
Ogden, William H.	Corp.	B
Oliviere, Geo. L.	Priv.	F
O'Leary, Timothy S.	Sgt.	E
**Olmstead, Allen S.*	Bn. Sgt.	Hqs.
2nd	Maj. 1st Bn.	
Olson, Olaf B.	Priv.	A
Olson, William	Sgt. 1st cl.	C
O'Maley, Wm. F.	Priv. 1st cl.	B
O'Neil, Frank A.	Priv.	C
O'Neil, John J.	Priv. 1st cl.	D
ONeil, William	Priv. 1st cl.	A
O'Neil, William J.	Priv. 1st cl.	F
O'Neill, Leo J.	Priv.	D
Orde, Burton T.	Priv. 1st cl.	Hqs. 2nd Bn.
O'Regan, Dennis J.	Priv.	D
Osgood, Harold R.	Priv.	C
Ott, William H.	Priv.	E
Ouellette, Zenon	Priv.	C
Overman, Wm. I.	Priv. 1st cl.	E
Pace, Anselmo	Priv.	C
Packer, Arthur H.	Cook	F
Page, Harry J.	Priv.	C
Paine, Rufus M.	Priv. 1st cl.	D
Palermo, John J.	Priv.	A
Palmer, Daniel G.	Corp.	D
Palmer, John H.	Priv.	D
Palmer, Niles W.	Priv. 1st cl.	F
Palmer, Willis F., Jr.	Priv.	E
Palumbo, Salvatore	Priv.	F
Paquette, Alexander E.	Priv.	B
Pardue, Thomas F.	Priv.	C
Parent, Fred J.	Priv.	F
Parker, Albert J.	Priv.	F
‡*Parker, James A.*	Sgt.	F
Parker, Lucius R.	Priv.	C
Parkes, Frank J.	Priv. 1st cl.	A
§*Parkinson, Richard, Jr.*	Priv. 1st cl.	E
Parsons, Albert E.	Priv.	E
Parsons, Herbert N.	Priv. 1st cl.	E
Patterson, Robert C.	Priv. 1st cl.	D
Paulakowski, Boleslaw	Priv.	A
Pawlowski, Michael	Priv.	C
Payne, Arthur L.	Priv.	B
†Peck, Ernest A.	Priv.	D
Peckens, Elisha	Priv.	A
Pein, Harry	Priv.	A
Pelmear, Walter R.	Priv.	A
Peloquin, Fred W.	Priv.	A
Pendergast, Herbert C.	Priv. 1st cl.	C
Pendelton, Roy H.	Corp.	F
Penney, Walter J.	Horseshoer	E
Pera, Shlimon	Priv. 1st cl.	E
Peraaho, Arvid	Priv.	A
Perette, Albert J.	Priv.	C
Perkins, Ephraim	Priv.	A
Perkins, Orville D.	Priv.	E
Perkins, Raymond H.	Priv.	B
Perlitch, Benjamin	Priv.	Rgt. Hqs.
Perry, Aubry L.	Sgt.	E
**Peters, William C.*	Mr. Eng. Jr. Gr.	Rgt. Hqs.
Peterson, John F.	Priv.	D
†Pettit, Alfred	Priv.	D
Phelan, Leo J.	Priv.	F
Phelps, Edwin H.	Priv.	B
Philbrick, Harry C.	Priv.	C
Philbrook, Frederick H.	Bugler	A
Phillips, Harry E.	Priv.	F
Pickering, Frank M.	Priv. 1st cl.	A

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Name	*Rank*	*Co.*
Pickett, Charles A.	Priv. 1st cl.	B
Pickett, Clarence E.	Priv.	B
Pier, Russell A.	Priv.	F
Pierce, Ray V.	Cook	A
Pieropan, Girolimo	Priv.	E
Pineault, Bonnie H.	Priv.	F
Pinto, Lawrence, G. Jr.	Priv.	F
**Piper, Edwin B.*	Mr. Eng. Jr. Gr.	Hqs. 1st Bn.
**Pitts, Edgar B.*	Mr. Eng. Jr. Gr.	Hqs. 2d Bn.
Plewa, Leo	Priv.	A
Plunkett, James J.	Priv.	E
Poellman, Frank M.	Priv.	A
Pond, Allan L.	Priv. 1st. cl.	Rgt. Hqs.
Poquett, Beecher H.	Priv. 1st cl.	F
Porciello, Antonio	Priv.	B
Potts, James L.	Priv.	D
Powell, William F.	Priv.	F
Power, John R.	Sgt.	A
Powers, James F.	Corp.	D
Pratt, Braton W.	Priv.	A
Prefontaine, Arthur F.	Priv. 1st cl.	A
Presnell, Robert G.	Corp.	C
Prew, John J.	Priv. 1st cl.	F
Provost, Albert E.	Priv.	E
Pukema, Yalmer	Priv.	A
Pulshosky, Alic J.	Priv.	C
Purtell, James B.	Priv.	B
Purtell, Thomas J.	Mr. Eng. Sr. Gr.	Hqs. 2d Bn.
Putnam, Roger W.	Priv.	A
Putney, Ara R.	Priv. 1st cl.	C
Putt, Charles L.	Priv.	A
Pyatt, Herbert	Priv.	D
Pyrtle, Frank E.	Priv.	F
Quigley, Louis J.	Priv.	D
Quimby, James M.	Priv. 1st cl.	A
Quinn, John	Priv. 1st cl.	F
Quinn, Michael J.	Priv.	C

Name	*Rank*	*Co.*
Rabansch, Adolph A.	Priv.	F
Radgowski, Stephen	Priv.	E
Rafferty, Thomas L.	Priv. 1st cl.	E
Rains, Earl W.	Priv.	E
Rainville, Francis W.	Priv.	D
Raisanen, August	Priv.	A
Ramsdell, Harris M.	Priv.	B
Rancourt, Alfred	Corp.	C
Rand, Herbert L.	Sgt. 1st cl.	C
Rand, Wallace E.	Priv. 1st cl.	Rgt. Hqs.
Rano, Mark A.	Priv.	D
Ransbury, Frank S., Jr.	Priv.	C
Raub, Harrison K.	Priv.	B
Rawlings, John N.	Stable Sgt.	D
Read, Frank S.	Corp.	D
Reath, Raymond	Priv.	D
Reaud, Carlos M.	Priv. Med.	Det.
Reed, Charles L.	Priv. 1st cl.	C
Reed, Charles R.	Priv.	B
Reed, Herbert F.	Priv. 1st cl.	B
Reid, Albert L.	Priv.	A
Reid, John B.	Rgt. Sup. Sgt.	Rgt. Hqs
Reidy, Martin F.	Priv. 1st cl.	E
Reilly, William L.	Corp.	A
Regan, Joseph M.	Priv.	E
Reopell, Albert J.	Priv. 1st cl.	C
Reum, Herman E.	Priv.	D
Reum, Louis G.	Priv.	D
Reusch, Edward N.	Priv.	B
Reynolds, Jas. W.	Priv.	B
Reynolds, Ralph E.	Corp.	B
Rice, Francis J.	Wagoner	E
Richards, Llewellyn	Priv. 1st cl. Med.	Det.
Richardson, Edwin	Priv.	F
Richardson, Geo. P.	Priv.	F
Ricinelli, Alexandro	Priv.	B
§*Ricketts, Raymond G.*	Priv. 1st cl.	D
Rideout, Charles J.	Priv. 1st cl.	C
Rieffannacht, Earl W.	Priv.	F

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Name	*Rank*	*Co.*
Riggie, Joseph L.	Bn. Sgt. Maj.	Hqs. 1st Bn.
Riley, James A.	Priv.	C
Riley, William C.	Priv. 1st cl.	B
Riley, William H.	Priv.	D
†*Ringberg, Emil G.*	Priv.	D
Riordan, Timothy	Priv. 1st cl.	F
Ripley, Herbert H.	Priv.	D
Risch, Frederick G.	Priv.	C
Roach, Jerry	Priv.	F
Robbins, George O.	Cook	F
Robbins, James F.	Priv.	E
Robbins, Stacey	Priv.	C
Robbins, Wesley C.	Priv. 1st cl.	F
Robie, Harold W.	Priv. 1st cl.	D
Robinson, Harry J.	Priv.	E
Robinson, John T., Jr.	Priv. 1st cl.	E
Robinson, Robert E.	Priv. 1st cl.	C
Robson, James C.	Wagoner	Hqs. 2nd Bn.
Robson, Stuart	Bugler	D
Rockefeller, Albert F.	Sgt.	D
Rodgers, James	Priv.	E
Rogalske, Frederick W.	Priv.	D
Rolfe, Frederick L.	Sgt. 1st cl.	F
Rollins, John N.	Stable Sgt.	C
Root, Lewis C.	Priv. 1st cl.	E
Rose, Charles C.	Priv. 1st cl.	D
Rosenthal, Saul	Priv.	C
Ross, David S.	Wagoner	Rgt. Hqs.
Ross, James A.	Priv.	A
Ross, Laurel S.	Sgt.	C
Rossiter, Frederick H.	Priv.	B
Rothery, Paul R.	Priv. 1st cl.	D
Rourke, Charles V.	Priv.	E
Rousseau, Lewis	Priv.	E
Rowe, Frank C.	Priv. Med. Det.	
Royal, Leon J.	Priv. 1st cl.	B
Roylston, Earl J.	Priv. 1st cl.	E
Rudman, Alfred W.	Priv. 1st cl.	C
Runyeon, Wilford H.	Priv.	C
Rupprecht, Edw. J.	Cook	C
Rusco, Toiva	Priv.	A
Rusoti, Frank	Priv.	A
Russell, Alfred	Priv.	A
Russell, Edmund J.	Priv. 1st cl. Med. Det.	
Russell, Paul S.	Sgt.	D
Russell, Robert N.	Priv.	B
Ruswick, Howard J.	Cook	E
Ryan, Charles W.	Priv. 1st cl.	C
Ryan, Frederick C.	Priv. 1st cl.	F
Ryan, George H.	Mess. Sgt.	F
Ryan, Harry J.	Priv.	E
Ryan, Patrick	Priv. 1st cl.	F
Ryan, Robert J.	Priv.	C
Rydbom, Sigfred E.	Priv.	A
Sachetti, John F.	Priv.	A
St. Jean, George D.	Priv. Rgt. Hqs.	
Salisbury, Lloyd M.	Corp.	E
Saltmarsh, Robt. L.	Priv.	B
Sampson, Albert W.	Priv. 1st cl. Med. Det.	
Sanborn, Philip C.	Priv.	D
Saucier, Ernest J.	Priv. 1st cl.	C
Savage, James R.	Priv.	E
Saxton, Earl J.	Priv. 1st cl.	E
Scagel, George D.	Mess. Sgt.	A
Scales, John B.	Priv.	E
Scanlan, Thos. H.	Priv. 1st cl.	F
Schafer, Peter	Priv.	A
Scharf, Harry W.	Priv.	C
Scheitlin, Herman J.	Priv.	F
Schellens, Eugene L.	Sgt. 1st cl.	E
Schirmeister, Chas.	Priv.	C
Schleicher, P. Wm.	Priv.	D
Schodlatz, William	Saddler	E
Schoemer, Peter R.	Priv.	D
Schon, Michael L.	Priv.	D
Schoonover, Roy	Priv.	E

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Name	*Rank*	*Co.*
Schorndorf, Raphael	Priv.	F
Schryver, Harry E.	Corp.	E
Schultz, Charles M., Jr.	Priv.	E
Schultz, Frederick H	Priv.	C
Schwader, Wm. E.	Priv.	A
Schweitzer, HomerE.	Priv.	D
Schwystell, Edward	Priv.	A
Scott, Carroll E.	Priv.	A
Scott, Homan L.	Priv. 1st cl.	F
Scott, Thomas B.	Priv. 1st cl.	F
Scribner, Samuel H.	Sgt. 1st cl.	A
Seeley, Albert J.	Priv.	B
Seelye, Frederick H.	Priv.	C
Seibert, Henry M.	Priv. 1st cl.	Hqs. 1st Bn.
Seifert, Ralph F.	Priv.	A
Semrau, Martin	Priv.	F
Senison, George J.	Priv. 1st cl.	Med. Det.
Seprish, Steven	Priv.	F
Severance, Fred B.	Priv. 1st cl.	Med. Det.
Seymour, Paul N.	Priv.	A
Shadley, Richard R.	Priv.	F
Shapleigh, Wm. P.	Mr. Eng. Jr. Gr.	Hqs. 2d Bn.
Sharp, Jake W.	Priv.	D
Shaughnessy, Edward M.	Cook	B
†*Shaw, Clifford W.*	Bugler	E
Shaw, Guy E.	Priv.	C
Shay, Frederick W.	Priv. 1st cl.	D
Shea, George M.	Priv.	A
Shea, Nathan J.	Priv.	E
Shelby, Earl B.	Priv.	E
Shepherd, Chas. W.	Priv. 1st cl.	D
Sherman, Nelson H.	Priv. 1st cl.	E
Shields, James A.	Priv. 1st cl.	D
Shockley, Frank A.	Priv.	E
Shoemaker, Lawrence M.	Priv.	E
Shomo, Richard H.	Sgt. 1st cl.	Med. Det.
Short, Arthur W.	Priv.	D
Shortsle, James E.	Priv.	F
Showalter, Bruce L.	Wagoner	Med. Det.
Shukait, David	Priv.	E
Shute, James M.	Priv.	E
Sidella, Luigi	Priv.	A
Siefferlein, Ralph C.	Priv. 1st cl.	A
Simoneau, Chas. B.	Wagoner	C
Simons, Webster L.	Priv. 1st cl.	A
Simpson, Harold L.	Priv.	E
Sinnot, Walter P.	Priv.	E
Sizer, Samuel O.	Corp.	E
Skane, Richard A.	1st Sgt.	B
Slate, Harry B.	Cook	F
Sloss, Bates	Priv.	A
Small, Fred B.	Corp.	A
Smerdon, Robert W.	Priv. 1st cl.	B
Smith, Alexander W.	Priv.	E
Smith, Frank M.	Sgt.	E
Smith, Harold E.	Corp.	C
§*Smith, John H.*	Saddler	D
Smith, Patrick J.	Sgt. 1st cl.	D
Smith, Roy C.	Priv.	F
Smith, William A.	Priv.	F
Smith, William F.	Corp.	F
Smyth, Ralston B.	Priv.	F
Snape, Samuel	Priv. 1st cl.	E
Snelling, Ralph B.	Sgt.	B
Snyder, Jesse H.	Priv.	F
Snyder, Otto	Priv.	A
Solari, Lewis J.	Priv.	B
Somma, Pietro	Priv.	A
Sorbo, Nels	Priv.	E
Sowars, Frank L.	Priv. 1st cl.	D
Sparrow, OsborneM.	Priv.	B
‡*Spaulding, Harold M.*	Priv. 1st cl.	Hqs. Det.
Sperl, Joseph F.	Priv.	F
Spiers, John R.	Priv.	B
Spittler, Lee F.	Priv.	D

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Name	*Rank*	*Co.*
Springer, Harry B.	Sgt.	D
Sproul, William J.	Corp.	C
Squires, Franklin E.	Priv.	B
Stackpole, Clyde J.	Priv.	A
Staerker, Michael C.	Priv.	F
Stanley, George C.	Priv. 1st cl.	A
Stannard, Lawrence E.	Priv.	D
Stanton, Harmon A.	Priv.	A
Stanton, Michael J.	Priv.	C
Staples, Eugene E.	Priv.	E
Staples, Winthrop R.	Corp.	C
Starr, John N.	Priv.	C
**Starr, Louis, Jr.*	Sgt.	Reg. Hqs.
Stein, George J.	Priv.	E
Stein, Harry	Priv.	F
†*Sterling, George W.*	Priv.	A
Stevens, Clyde	Priv.	F
Stevens, Wm. T.	Priv.	E
Stevenson, Robt. C.	Priv.	B
Stewart, Clarence A.	Priv.	C
Stiglich, Stewart A.	Corp.	D
§*Stitzer, Chas. A.*	Mr. Eng. Jr. Gr.	Rgt. Hqs.
Stocks, John W.	Priv. 1st cl.	B
Stone, George G.	Priv.	B
Stover, Lincoln G.	Priv.	A
Strange, Benj. R.	Priv.	F
Stransky, Jos.	Priv. 1st cl.	F
Striebing, David R.	Priv.	C
Strout, Foster W.	Corp.	C
Stuber, Adolph	Priv.	B
**Stude, Alphonse J.*	Sgt.	Rgt. Hqs.
Stuhl, Anthony M.	Sgt.	E
Sulzer, Charles G.	Priv.	B
Sullivan, Cornelius A.	Priv.	C
Sullivan, Cornelius J.	Corp.	D
Sullivan, Geo. F.	1st Sgt.	E
Sullivan, John	Priv.	C
Sullivan, John A.	Priv.	E
†*Sullivan, John F.*	Priv.	E
Sullivan, Philip J.	Priv.	B
Sullivan, Robt. T.	Priv.	C
Sullivan, Thomas C.	Priv.	C
Summers, Ralph M.	Priv.	D
‡*Supernor, Frank A.*	Corp.	B
Sutton, Jacob	Priv.	C
Sutton, John R.	Priv. 1st cl.	E
Suznavick, Adam	Priv. 1st cl.	F
Swager, Herbert	Corp.	E
Sweeney, John E.	Corp.	D
Sweeney, John J.	Priv.	A
Sweeney, Patrick	Priv.	A
Sweeney, Wm. H.	Corp.	E
Sweeney, Wm. J.	Priv. 1st cl.	D
Sweeney, Wm. J.	Priv.	C
Sweet, Alvah B.	Priv. 1st cl.	B
Sweetman, Frank F.	Priv. 1st cl.	D
Swierkowski, Thaddeus M.	Rgt. Sgt. Maj.	Rgt. Hqs.
Swinehart, Gabriel	Priv.	D
Swoboda, Joseph	Bugler	E
Symon, Charles	Priv.	F
Tapley, Leon H.	Sgt. 1st cl.	B
Taplitski, Michael J.	Priv.	E
Tasker, Everett	Wagoner	F
Taylor, Claude C.	Sgt.	C
Taylor, Fred P.	Priv.	B
Taylor, Samuel D.	Priv.	C
Teal, Charlie J.	Priv.	F
Telford, Wm. H.	Corp.	C
Templeton, John F.	Corp.	E
Ten Eyck, Wm. L.	Priv.	D
§*Terrell, Arthur P.*	Priv.	F
Terrien, Leon	Priv.	C
Thaning, Walter E.	Priv.	F
Thayer, George R.	Corp.	A
Thayer, Warren B.	Priv. 1st cl.	F
Thomas, Ambrose S.	Priv. 1st cl.	F
**Thomas, Edwin R.*	Corp.	F
Thompson, Frank K.	Mr. Eng. Sr. Gr.	Rgt. Hqs.

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Name	Rank	Co.
Thompson, George V.	Priv. 1st cl.	F
Thompson, Jas. E.	Priv.	A
Thomson, John R.	Priv. 1st cl.	F
Thornberry, John W.	Priv. 1st cl.	E
Thorogood, Harry	Priv.	F
Thorpe, Glenn E.	Priv.	B
Tighe, Charles S.	Corp. Hqs. 1st Bn.	
Tighe, Thomas E.	Priv.	E
Tisdell, Raymond L.	Priv.	D
Titus, Roy	Priv. 1st cl.	F
Tollen, Fred J.	Priv.	B
Tomanio, Guiseppe	Priv.	F
Topp, Edgar R.	Priv. 1st cl.	E
Torrey, William H.	Priv.	F
Tourangeau, Arthur J.	Priv.	C
Traynor, Joseph, Jr.	Priv.	D
Treleaven, Pelham J.	Priv. 1st cl.	F
Triggs, Robert E.	Priv. 1st cl.	A
Trott, Joy E.	Sgt. 1st cl.	C
Troy, Francis J.	Priv. 1st cl.	D
Troy, James B.	Priv.	A
Troy, Joseph J.	Priv.	A
Truckey, Clifford E.	Priv.	D
Trudeau, Francis L.	Priv.	F
Trudeau, George H.	Priv.	F
True, Maurice L.	Priv.	C
Trueworthy, Roscoe	Priv. 1st cl.	C
Truman, Thomas	Corp.	F
Tucker, Norman D.	Cook	A
Tuggle, Clyde P.	Priv. 1st cl.	E
‡Turner, I	Priv.	F
Turpin, William J.	Priv.	C
Twomey, Wm. E.	Priv. 1st cl.	F
Vail, Lawrence M.	Horseshoer	D
Vanscoy, Evert	Priv.	D
Van Ummersen, Harold F.	Priv.	D
Varrill, Robert W.	Priv. 1st cl.	A
Vashaw, Thos. W.	Priv. 1st cl.	C
**Vaughan, Samuel*	Sgt. Rgt. Hqs.	
Veno, Daniel J.	Priv. 1st cl.	F
Veno, Simon A.	Bugler	F
Vessey, John W.	Wagoner	A
Vialton, Sammie	Priv.	F
Viles, J. Sumner	Priv. 1st cl.	D
Vincent, Beecher N.	Cook	C
Vogelsinger, George L.	Priv.	A
Vollert, Theodore A.	Priv. 1st cl.	E
Voorhees, Johan C.	1st Sgt.	E
Voorheis, Herbert V.	Priv.	C
Waddle, Henry	Priv.	A
Wager, John J.	Priv.	F
Wagoner, John A.	Priv.	F
Waldron, Guy	Priv. 1st cl.	C
Waldron, Jeremy R.	Corp	A
Walker, Albert L.	Priv. 1st cl.	F
Walker, Alfred P.	Sgt.	F
Walker, Ralph W.	Priv.	E
Walker, Raymond E.	Rgt. Sgt. Maj.	Rgt. Hqs.
Walker, Roy E.	Priv.	E
Wall, Duell V.	Priv. Rgt. Hqs.	
Wall, Thomas E.	Sgt.	A
Wallace, Lew A.	Priv. 1st cl.	C
Wallace, Olon J.	Priv.	F
Wallace, Robert	Priv. Med. Det	
Walsh, Edward	Priv.	A
Walsh, James A.	Priv. 1st cl.	B
Walsh James H.	Priv.	C
Walsh, Patrick J,	Corp.	A
Walters, Clarence S.	Priv.	C
Ward, Charles C.	Sgt. 1st cl.	B
Warner, Samuel	Priv.	F
Warwick, Robert H.	Priv.	B
Washburn Harold, M.	Priv.	D
†*Watkins, Harold G.*	Mr. Eng. Sr. Gr.	Hqs. 1st Bn.
Watt, George A.	Rgt. Sgt. Maj.	Rgt. Hqs.

APPENDIX D

Name	*Rank*	*Co.*
Waugh, Leroy C.	Priv.	C
Weaver, Ernest S.	Priv. 1st cl.	E
Webb, Sidney	Cook	E
Webb, Verlin W.	Priv.	B
Wedholm, Oliver C.	Priv.	A
Weitz, William E.	Priv.	E
§**Welch, Charles R.*	Sgt. 1st cl.	D
Welsh, Patrick J.	Corp.	F
Welsh, Roy F.	Priv.	F
Wendtland, Frank W.	Priv. 1st cl.	E
Wentworth, Harland E.	Corp.	C
Wentzel, Roy A.	Priv. 1st cl.	C
Wentzell, Maynard B.	Priv. 1st cl.	C
West, George H.	Priv.	C
Westlund, Oscar S.	Priv.	D
Whalen, Alfred E.	Priv.	A
Whalen, Jas. J.	Priv. 1st cl.	E
Whalen, Wm. J.	Priv.	F
Wheeler, Chester W.	Priv. 1st cl.	F
Wheeler, Wm. J.	Priv. 1st cl.	E
White, Hugh	Priv.	C
Whitmore, Wm. M.	Priv.	E
Whittier, Wm. F.	Priv. 1st cl.	D
Wicks, Ernest B.	Priv. 1st cl.	A
**Wilkerson, Bethel C.*	Mr. Eng. Sr. Gr.	Rgt. Hqs.
Wilkinson, Thos. R.	Corp.	F
Wilks, Percy H.	Priv. 1st cl.	A
Willett, John	Priv. 1st cl.	C
Williams, Albert H.	Bugler	B
Williams, Edgar H.	Priv. 1st cl.	E
Williams, Ernest H.	Mr. Eng. Jr. Gr.	Rgt. Hqs.
†*Williams, Kenneth C.*	Priv.	D
Williams, Thos. H.	Priv.	C
Wilson, Elmer G.	Priv.	F
Wilson, George R.	Priv.	B
Wilson, John	Priv. 1st cl.	B
Wilson, Norman A.	Priv.	E
Winans, Reed L.	Sgt.	A
Winters, John E.	Priv.	E
Winters, Reinhart F	Corp.	C
Witmer, John R.	Priv. 1st cl.	E
Wolski, Peter P.	Priv.	F
Wonderlich, Harold	Priv.	D
Wood, Arthur E.	Sgt.	B
Wood, Charles C.	Priv. 1st cl.	F
Woods, Raymond L.	Priv.	A
Woodward, Alfred J	Sgt.	A
Woolley, Chas. L.	Mr. Eng. Jr. Gr.	Hqs. 1st Bn.
Wooten, Ray	Sgt. Rgt.	Hqs.
Worden, Frank E.	Sgt.	D
Worthley, Arthur A.	Priv. 1st cl.	A
Wright, Carroll H.	Mr. Eng. Sr. Gr.	Rgt. Hqs.
Wright, Henry E.	Priv. 1st cl.	B
Wright, James L.	Corp.	D
Wright, John W.	Priv.	F
Wright, Ralph L.	Priv.	D
Wyckstandt, August	Priv.	F
Wyzlic, Boleslaw A.	Priv.	B
Young, Chas. E.	Saddler	C
Young, Henry M.	Priv.	A
Young, Lyle E.	Priv.	C
Young, Peter	Priv. 1st cl.	E
Young, Ralph C.	Priv. 1st cl.	C
Young, Roy I.	Wagoner	C
Young, Walter L.	Sgt. 1st cl.	C
Younger, James E.	Priv. 1st cl.	B
Younkin, Ross E.	Priv. 1st cl.	F
Yuill, Dewey A.	Priv.	C
Yund, Edward W.	Priv.	C
Zahn, William	Priv.	F
Zalemski, CasimerF.	Priv. 1st cl.	F
Znamierowski, Jos. E.	Priv. 1st cl.	Rgt. Hqs.
Zoll, Dudley B.	Priv.	E

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